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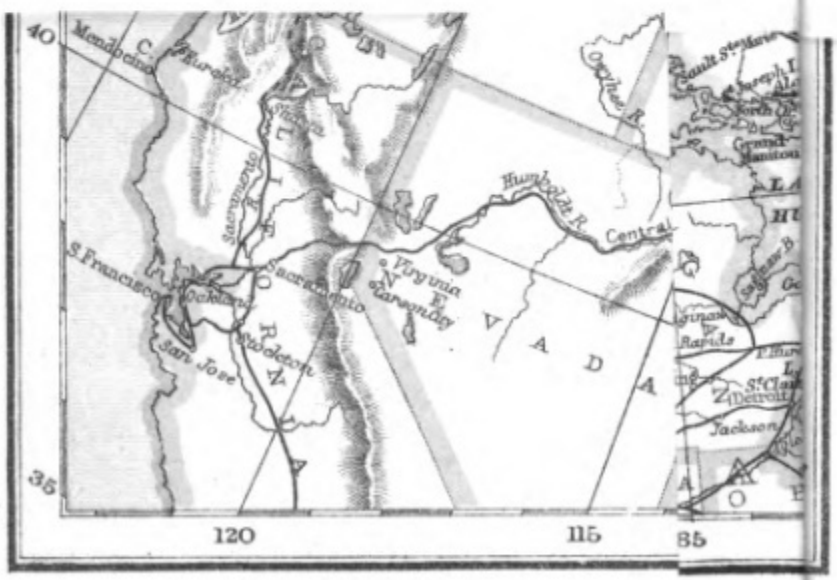

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A GUIDE FOR TRAVELLERS AND SETTLERS

IN THE PROVINCES OF

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ISLAND, NORTH-WEST TERRITORIES, &c. &c.

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Mr. E. Mc. Tiernan, 1884

PREFACE.

THE DOMINION of CANADA will shortly enter upon the Eighteenth year of its confederated existence.

Its history—always memorable and interesting—has, during that short period, been marked by events conspicuous alike for their national importance and their economic value. Foremost among these is the settlement, by a vigorous population, of the vast areas of fertile land lately owned by the Hudson's Bay Company and now known as the North-West Territory.

This section, embracing nearly two-thirds of our transatlantic domain and comprising some of the finest wheat-producing lands in the Empire, is now traversed by the Canadian Pacific Railway, and is thus placed in direct communication with British markets and British homes.

The need of a comprehensive, reliable, and at the same time cheap and handy work, which would furnish the kind of information most sought for in regard to these and other portions of the Dominion, has long been felt. The Handbook to Canada will, it is hoped, supply this want. Its aim is to portray the Dominion as it really exists, and not as prejudice and partiality have too often pictured it.

The coloured map has been specially prepared for, and forms a valuable addition to, its pages; while the marginal notes and index will, it is hoped, greatly facilitate and encourage reference to its varied contents.

August 1884.

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CONTENTS.

[*A copious Index will be found at pp.* 281–292.]

PAGE

PREFACE v

CANADA.

Historical Sketch—Discovery—French Occupation—Consolidation of British Power since Confederation—Geography—Population—Climate—Land Laws—Agriculture—Mines and Minerals—Natural History—Fisheries—Government—Social Statistics—Railways and Public Works . . . . . pages 1–60

NOVA SCOTIA.

Discovery—History—The French Period—Geography—Geology—Productions—Minerals—Manufactures and Trade—Land Laws—Government—Population—Education—Railways, &c.—Principal Towns—Cape Breton Island 61–103

PRINCE EDWARD ISLAND.

Position—History—Government—Climate—Soil—Railways, &c.—Chief Towns 104–108

NEW BRUNSWICK.

History—Divisions—Geography—Natural History—Geology—Industries—Commerce and Trade—Chief Towns . . 109–123

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QUEBEC.

The Voyage Out—Geography—Divisions and Towns—Productions—Mines and Minerals—Agriculture—Commerce—The Eastern Townships—Government—Population—Education and Religion—Chief Towns . . . . . pages 124–153

ONTARIO.

Territory — Climate — Geography — Agriculture — Population—Divisions—Free Lands—Railways, &c.—Social Statistics—Manufactures—Trade—Inducements to Settlers—Chief Towns—Sport and Natural History 154–181

BRITISH COLUMBIA.

Boundaries and Area—Climate—History—Geography—Productions—Land Laws—Means of Communication—Vancouver Island—Chief Towns—Game, &c.—Cost of Living—Routes and Fares—Post and Telegraph Offices 182–212

MANITOBA.

The 'Prairie Province'—Area—Government—Soil—Climate—Geography—Production—Population—Education, &c.—Winnipeg and other Towns—District of Keewatin—Tables of Distances 213–232

NORTH-WEST TERRITORIES.

Area—Assiniboia—Saskatchewan—Alberta—Athabasca—Fertility—Climate and Geography—Settlements—Productions—The Interior—Government—Mounted Police—Education—List of Post and Telegraph Offices 233–260

Canadian Pacific Railway 261
Table of Distances in the North Atlantic 264
Lights sighted on the Voyage Out 267

APPENDIX.

Notes on the Minerals of Nova Scotia 269

INDEX 281–292

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HANDBOOK TO CANADA.

Historical Sketch.

Period of Discovery. A.D. 1497 to 1534.

CANADA.

WHATEVER may be the public verdict upon the claims of Canada as a field for successful settlement and human achievement, when compared with those of other portions of the British Empire, there can be no question of the pre-eminent interest which our Home Colony possesses from an historical point of view. Her position, in this regard, is as unique as it is remarkable. No part of our world-wide colonial domain has passed through so many or such stormy stages of existence. Nowhere within the circuit of the Crown territory have peace and war, union and disunion, loyalty and rebellion followed each other in such quick succession. In none have the struggles between Church and State, between party and party, been more bitter, or the great political changes which they have contributed to hasten been more sudden or more sweeping. Nowhere have the loyalty of the subject and the *prestige* of the nation been more sorely tried, and nowhere have they been more nobly vindicated or more heroically sustained, than in Canada. It is the object of the present brief sketch to trace these varied stages in her history, to note her growth from the infant quasi-colony of a foreign Power to our own present prosperous Dominion, to portray the more important political changes by which each succeeding stage has been marked, and to show, as far as practicable, the results which the present current of public opinion and the course of events are likely to bring about.

Canada's position in history.

Design and scope of the work.

There was little in the early existence of Canada to indicate the position which she has already acquired.

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CANADA.

Visit of the Norsemen considered doubtful.

Still less was there to foreshadow the greatness to which she is surely yet destined to attain. The hardy adventurous Norsemen, if they ever really sighted the Canadian shores, which is extremely doubtful, certainly never landed on them. Their occupation, at least, if not their discovery, was reserved for later times and for another race of people. The best authenticated discovery and earliest attested history we have of the country now called Canada are associated with the exploits of that brave band of Venetian navigators who shed such lustre on the closing annals of the fifteenth century. Our North American and South African colonies started in the race for empire—rather let us say took up their appointed places in the circling orbit of our civilisation—together. While Diaz and Vasco de Gama were seeking a new route to India by way of the Cape of Good Hope, the Cabots, father and son, were tracking the stormy Atlantic, and hunting for a north-west passage in hopes of ultimately reaching the same goal.

Simultaneous discovery of our Canadian and Cape Colonies, A.D. 1497.

In the very same year, indeed, in which the Portuguese navigator weathered the Cape of Storms and sighted the low-lying coast of Natal, his Italian compeer, accompanied by his son Sebastian, in the little barque *Matthew*, which the English monarch had given him, caught the first faint glimpse of the rock-bound coast of Newfoundland. It was only a glimpse, a first sight, a *prima vista*, and so Cabot called it.

Two years subsequently to Cabot's voyage, Gaspar de Cortereal, a Portuguese adventurer, hoping to accomplish what his predecessor and competitor had failed to find—a north-west passage to India—set sail from Lisbon, and with two ships reached the Labrador coast, which he named *Terra Verde*. He entered the Gulf of St. Lawrence, but of further exploration by him we have no authentic trace. Local historians dwell with considerable enthusiasm on the probability of his having landed on some portion of the Acadian or Nova Scotian coast. But this, at best, is supposititious, and if he did land he left no trace worthy of mention. That he accomplished something is, however, probable, as he seems to have made a second voyage in 1501. From this he never returned.

Thus far discovery on the North American coast had

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resulted wholly from the desire to discover a north-west passage to India. Not only was the island which now bears the name Newfoundland an actual *terra nova*, but the Labrador coast and Acadia to the south of it were in the same category of newly-discovered or new-found-lands, and thus they stand roughly outlined on the maps of that period.

De Lery's visit, A.D. 1518.

The first voyage to North America with a view to *settlement* is that, recorded by Mr. Beamish Murdoch in his history of Nova Scotia, of the Baron de Lery et de St. Just in 1518. In 1504 the hardy Breton and Basque fishermen were on the banks of Newfoundland in quest of the cod which they have fished with so much success since, but their visits were without historical importance, and this was the first acquaintance France made with her future possessions in the New World. Twenty years later, Francis I. of France aspired to enter the lists with Spain and Portugal for the acquisition of territory and sovereignty in America. Under his direction Giovanni Verazzani, a Florentine, was despatched (January 17, 1524) in the ship 'Dauphine,' with fifty men and provisions for eight months. He is known to have ranged the coast from Florida to latitude 50° N., which would include the Gulf of St. Lawrence and Newfoundland, and to have landed at various points on the coast; but, beyond this scanty record, we have no account whatever either of what he saw or what he did.

Verazzani's voyage, A.D. 1524.

Thorne's expedition, A.D. 1527.

Similarly barren of practical result seems to have been the visit of a 'learned and wealthy English citizen of Bristol,' Master Thomas Thorne by name, who, favoured with the patronage of King Henry VIII., fitted out two ships (one of them bearing the name of the *Dominus vobiscum*), and set sail in May 1527. Entering the Straits of Belle Isle, and, through them, reaching the Cape Breton and Acadian shores, the ambition of Thorne and his companions, or more likely their provisions, failed them, and they returned to Bristol in October of the same year.

Thus fitfully and feebly were the attempts to found settlements on the coast of North America carried on until the close of the first quarter of the sixteenth century. The flag of discovery had been thus far wholly in

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CANADA.

Early fisheries.

the hands of foreigners, and he would have been a bold man who would then have predicted that Britain would become the first maritime nation in the world. A floating population, consisting of a few hundred hardy but humble Norman and Breton fishermen—anchored on the open Newfoundland banks for seven months in the year, or sheltered between the headlands on some part of the Acadian coast—formed the only approach to what could be called a settlement or colony. It is not until we come to the French exploration and occupation that we reach what may fairly and distinctively be called the first period in the history of Canada. This period opened with the voyage and landing of Jacques Cartier in 1534.

Jacques Cartier's visit, A.D. 1534.

French Occupation.

A.D. 1534 to 1763.

Encouraged, no doubt, by the commercial advantages which resulted from the pursuit of the Newfoundland bank and Nova Scotia shore fisheries, and further stimulated by the discoveries and subsequent report of his faithful ally and lieutenant, Cartier, the French monarch resolved to found a colony. On May 19, 1535, Jacques Cartier, the St. Malo pilot, with his brother officers (and three ships of 220 tons in all) after receiving the Bishop's blessing in the cathedral of his native town, set sail. Two months later they entered the gulf which Cabot and Cortereal had already partially explored. Passing Anticosti Island, they in time (September 7) reached a fertile, vine-clad isle, which they named Isle de Bacchus, and which is now known to all St. Lawrence travellers as the Island of Orleans. Here King Donnacona, accompanied by his warriors in twelve canoes, made them a State visit, after which Cartier anchored his little fleet at the mouth of the St. Charles river, in full view of the ancient Indian town of *Stadacona*. This occupied the high beetling promontory on which Quebec now stands. Thus peacefully commenced the French occupation of Canada nearly three centuries and a half ago.

Jacques Cartier's second visit, A.D. 1535.

Origin of Quebec.

—so named by the Indians themselves, to signify the strait, or narrow river passage which it overlooked—

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During Cartier's first visit little was accomplished in the way of actual settlement. Capture and conquest or conversion, not colonisation, have ever marked the policy of the French in the New World. Cartier seems to have contented himself with navigating the river as far as Hochelaga, where he made the acquaintance of the Huron-Iroquois tribe of Indians and of their King or *Aguhanna*. West of the village rose a mountain which, with characteristic loyalty, he named *Mont Royal*, which it still retains. In this way the city which stretches out beneath it, as well as the island upon which it stands, received the name of Montreal, which it still bears. After this he returned to France, which he reached July 8, 1536.

Foundation of Montreal.

Cartier's next visit was made in 1541, in company with Francis de la Roche, Sieur de Roberval, whom the French monarch had created Lieutenant-General and Viceroy of his newly-acquired possessions. This was intended as a colonising expedition, the first of any magnitude of which we have any record. But, if so, the intention was not fulfilled. Roberval's colony was a failure, and a similar fate awaited a second expedition, which he, with his brother Achille, fitted out in 1549.

Cartier, accompanied by Roberval, returns to Canada, A.D. 1541.

The loss of these expeditions retarded French colonisation fully half a century. Cartier and Roberval had found the Indians the sole occupants of the soil, 'monarchs of all they surveyed, with none their right to dispute,' and thus they left them for a period of fifty years.

Indian possession undisturbed.

The next attempt at French occupation was of a very different character. Failing to find respectable colonists, they had recourse to convicts. The scene shifts from Quebec and Montreal to Sable Island, a barren sand-heap off the coast of Nova Scotia. Here, in 1598, the Marquis de la Roche landed a party of wretched outlaws, only twelve of whom managed to survive, subsisting, it is said, mainly on the produce of the cattle which, it is believed, Baron de Lery turned loose there in 1518.

A convict settlement.

Excepting the visits of Pontgrave (1601), and of de Champlain and Chauvin (1602–3), nothing more was done in the direction of French Canadian settlement till March 7, 1604, when Pierre du Guest, Sieur de Monts,

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sailed from Havre with four vessels, two of which were bound for Acadia.

De Monts settles Annapolis, A.D. 1605.

The first actual settlement by Europeans in what now forms the Dominion of Canada was made in 1605 by De Monts at Port Royal, now Annapolis, in the present province of Nova Scotia. This followed immediately on the formation of the 'Company of New France,' under patent from Henry IV., for 'inhabiting Acadia, Canada, and other places in New France.' Events now followed more rapidly.

De Champlain founds Quebec, A.D. 1608.

On July 3, 1608, Samuel de Champlain reached the bold headland at the confluence of the St. Lawrence and the St. Charles rivers, the spot where his brave countryman Cartier had first wintered three-quarters of a century before. Here he founded the city of Quebec, and here, fifteen years later, he built Fort St. Louis.

From this time till 1629, when the city was surrendered to the English forces under Admiral Kirke, French exploration and colonisation in Canada, or *Nouvelle France*, as it was then called, were carried on under the viceroyalty of Prince Condé, mainly, if not wholly, by the missionaries. The work of the Church was commenced almost simultaneously in Old Canada and Nova Scotia. In the former it was prosecuted by the Franciscan friars of the Recollet fraternity; in the latter by the Jesuits, who entered the field in 1625. Bands of missionaries penetrated the country in all directions, zealously endeavouring to convert the Indians to the Christian faith. From Quebec as a starting-point, the missionary lines of the 'Society of Jesus' radiated in all directions through every inhabited region, from the Laurentian valley to the Hudson Bay Territory, through the region of the great lakes, and down the valley of the Mississippi. Scantily equipped, as it seemed to the worldly eye, with a breviary round the neck and a crucifix in the hand, the fearless priest set forth, the pioneer of commerce and the *avant-courier* of civilisation. About this period, so pregnant of good services for the Church, the famous charities known ever since as the Hôtel Dieu and Ursuline Convent were founded at Quebec. Garrisoned posts were established, and forts and earthworks constructed at various points. Scattered remains of Fort Frontenac and other

Missionary efforts.

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of these ancient French works are still to be seen. The history of the country at this time is one of almost continual warfare and hostility with the native tribes, graphically described by Parkman in his most interesting works 'The Conquest of Canada' and the 'Conspiracy of Pontiac.' This state of affairs lasted until Sir David Kirke, or Kirk, appeared upon the scene, when Quebec was surrendered, under the treaty of St. Germain-en-Laye, shortly before De Champlain's death, which occurred in 1635. By the terms of this treaty France again became mistress of Acadia. Between 1629 and 1713 Acadia was several times taken by the British and restored to France, but in the latter year it finally passed to the British Crown under the terms of the Treaty of Utrecht.

Treaty of Utrecht, A.D. 1713.

This was the period of Western exploration. The Jesuits and other proselytising priests were everywhere pushing the work of the Church. The Jesuits were the pioneers of civilisation in the Far West. Conspicuous among them were M. Joliet and Pères Hennepin, Marquette, Alloez, and Dablon. Lasalle, setting forth from Fort Frontenac, had pursued his way to the southern extremity of Lake Michigan, the site of old Fort Dearborn and of Chicago in later days, which he reached October 18, 1678. Four years later the same intrepid adventurer took possession of the Mississippi valley in the name of the French King, and named it New France. At this period, as we learn from the 'Official Correspondence of Paris,' Quebec Province contained but 3,418 persons, of whom 1,344 were fit to bear arms. These were distributed as follows :—

Quebec . .	555	Notre Dame des Anges	118
Beaupré . .	678	Côte de Lauzon . .	6
Beauport . .	172	Montreal . . .	584
Ile d'Orléans .	471	Trois-Rivières . .	461
St. Jean, &c. .	156		
Sillery . . .	217	Total . .	3,418

An event which was destined to have a more important and lasting influence on the future of Canada than any, or, indeed, all, of these occurrences, was about to take place.

In 1670 Charles II. granted to Prince Rupert and his company of adventurers, since known as the Hud-

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Hudson Bay Company chartered, A.D. 1670.

son Bay Company, rights and privileges which have worked a mighty revolution in the future of the whole North-West. These will be found treated at fitting length in other chapters of this work. In 1721 the census of the whole of Canada was returned at 25,600.

The first Legislature of Nova Scotia met at Annapolis in 1758, and in the following year Wolfe captured Quebec.

Meanwhile the French had not been altogether idle. As early as 1762 French traders had traversed the country as far as the confluence of the Assiniboine River and the Red River of the North, and built Fort La Rouge, where all that remains of its successor, the dismantled Fort Garry, now stands.

The Treaty of Paris, ratified Feb. 10, 1763, brought the memorable Seven Years' War to a close, and inaugurated the era of England's palmy and permanent dominion in North America.

Consolidation of British Power.

A.D. 1763 to 1867.

Wolfe's capture of Quebec, September 13, 1759.

Although the actual and sovereign dominion of France in Canada ceased with the famous passage of arms on the heights of Abraham in 1759, followed by the defeat of Montcalm, and the capitulation of Montreal in 1760, French influence continued to be felt in various ways. After the capture of Quebec the country was placed under military rule. The French Canadians were guaranteed the free exercise of their religion, and their clergy continued to enjoy their accustomed rights and privileges. *La Nation Canadienne*, though dead politically was yet socially and ecclesiastically as vigorous and active as ever. The definitive treaty between England, France, and Spain, though it left England constitutionally stronger, was really only a prelude to further disturbance. Territorially all that was left of *La Nouvelle France* were the little rock-bound and fog-capped islands of St. Pierre and Miquelon—a somewhat insignificant outcome from so ambitious a design as the conquest, conversion, and colonisation of half a continent. In 1775 the Quebec Act was passed, and in the fatal concessions to the Canadians contained in this Act is to be found the origin of that anti-British feeling

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which, engendered by the powers so conferred, has shown itself, though in a smaller degree, even in recent years. The French criminal law was, however, superseded by the English criminal law.

Passage of the Quebec Act, A.D. 1775.

War with America.

The colonists were now to pass through another war period—bloody but brief—this time with their own countrymen across the border. Blood had already been shed at Lexington, Concord, and Fort Ticonderoga, and shortly after Crown Point and Fort St. John fell to the enemy. The American successes were, if sharp, equally short-lived. If Montreal opened its gates to the invaders, Quebec stood firm as the rock which she so proudly sentinels. The ancient city was hotly besieged by Generals Montgomery and Arnold, the first of whom was killed, while the second was badly wounded in the attack.

During the years 1784–85 the maritime provinces of Nova Scotia and New Brunswick were organised under special constitutional charters, the first legislature of New Brunswick meeting at St. Ann's, now Fredericton, during the latter year.

Representative Government, A.D. 1791.

We now pass over a period of six years—to the close of 1791. This year was marked by the passage of the Constitutional Act, under which representative government was secured to the people. 'The slow but steady development of the principles of responsible government in Canada,' writes Mr. William Leggo, in his history of the Administration of Lord Dufferin, 'under Lords Durham, Sydenham, Metcalfe, Elgin, Monck, and Lisgar, and the unswerving devotedness of Lord Dufferin to those principles, serve to make this one of the most interesting epochs of Canadian history.' The passage of the Constitutional Act—the most important event, perhaps, in the purely political history of Canada—though far from satisfying the French-Canadian party, who were yet numerically the stronger, was, nevertheless, an important step in that direction. The territory of Old Canada was at this time divided into Upper and Lower Canada. The first Legislature of Lower Canada sat at Quebec in 1791, when that city contained but about 7,000 inhabitants; that of Upper Canada sat at Kingston in 1792.

Act of union and responsible go-

Thus they remained over the period of the American war and the domestic troubles of a later date, until their re-union by Imperial Act in 1840. Under one Ad-

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CANADA.

vernment, A.D. 1840–1841.

ministration the two provinces were at last peacefully re-united, and responsible government firmly re-established in the early days of 1841. In June of that year the first united Parliament was convened at Kingston, which had been incorporated two years before. The Executive then consisted of a Legislative Council, to which the elective principle was applied; a Legislative Assembly, composed of 130 members; a Cabinet, responsible to the Legislature; and a Governor-General, appointed by the Crown. Three years later the seat of government was changed to Montreal, and on the destruction of the Parliament buildings there in 1849 it was again moved westward—this time to Toronto. At this period Upper and Lower Canada were on an equal footing as regards population—the Lower province having 768,334, and the Upper 765,797. Nine years subsequently, the colonists being unable to agree between the conflicting claims and rival interests of so numerous a list of competitors for the seat of government, the selection of a site was left to the Queen herself, and under her approval it was established at Ottawa in 1858, where it has since remained.

Choice of a capital.

Party government at this period, as a late writer has remarked, 'became well-nigh impossible.' In the successive elections which had been held during the preceding years, it was found that the hostile majority from either province in the Legislature had increased rather than diminished. Six years of party jealousy and conflict precipitated a crisis. But it was only the darkness which precedes the dawn. Party spirit had spent its strength, and wiser counsels and more matured judgment prevailed; the 'dead-lock' was at an end. On October 10, 1864, the Quebec and Ontario delegates met the delegates from Nova Scotia and New Brunswick, at Quebec, to consider a general scheme of confederation. This was known as the 'Quebec Scheme.' It was the beginning of the end—the definitive first step to the British North America Act, the Act of Union, the final Act and law, under and by virtue of which the Dominion of Canada exists to-day. Confederation was the necessary outcome and result of the partial and unjust basis of representation which had so long existed in the country. Notwithstanding its intrinsic excellence its advantages were not immediately

Inter-provincial jealousy.

The Quebec scheme of confederation.

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CANADA.

recognised. One by one the links in the lengthening chain of federal union were welded together. First, Nova Scotia, then New Brunswick joined hands with Quebec and Ontario. These several events extended over a period of nearly three years. It was not until July 1, 1867, that Her Majesty's proclamation declaring the Dominion of Canada an accomplished constitutional fact was legally recognised. 'Dominion Day' is now kept as a holiday throughout the country.

Dominion proclaimed, July 1, 1867.

In 1870 the ægis of the Dominion Government was wisely extended over the vast extent of country situate between the western boundary of Ontario and the Rocky Mountains, then known as 'Rupert's Land,' now shared between the province of Manitoba and the North-West Territories. In 1871 British Columbia joined the Confederation, and in 1873 Prince Edward Island was added to the list. Newfoundland and its dependency Labrador, of all the Imperial possessions on the vast North American Continent, alone remains a Crown colony.

Canada since Confederation.

A.D. 1867–83.

British North America Act, 1867.

The British North America Act came into operation on July 1, 1867. From that date Canada entered upon the last and—viewed prospectively—most important era of her history. The Act provides that the constitution of the Dominion shall be similar in principle to that of the United Kingdom, that the executive authority shall be vested in the Sovereign of Great Britain and Ireland, and carried on in her name by a Governor-General and Privy Council, and that the legislative power shall be exercised by a Parliament of two Houses, called the 'Senate' and the 'House of Commons.'

We now proceed to narrate briefly, and in chronological order, the most important public events covered by the period of Confederation.

H.E. Right Honourable Charles Stanley Viscount Monck was sworn in as Governor-General, and entrusted the Honourable John A. Macdonald with the formation of the first Dominion Government, which was organised as follows:—

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CANADA.

A.D. 1867–69.

Hon. (now Sir) John Alexander Macdonald, *Prime Minister.*
Hon. George Etienne Cartier, *Minister of Militia.*
Hon. (now Sir) Alexander Tilloch Galt, *Minister of Finance.*
Hon. William McDougall, *Minister of Public Works.*
Hon. William Pearce Howland, *Minister of Inland Revenue.*
Hon. Adams George Archibald, Q.C., *Secretary of State for the Provinces.*
Hon. Adam Johnston Ferguson-Blair, *President of Privy Council.*
Hon. Peter Mitchell, *Minister of Marine and Fisheries.*
Hon. Alexander Campbell, Q.C., *Postmaster-General.*
Hon. Jean Charles Chapais, *Minister of Agriculture.*
Hon. Hector Louis Langevin, Q.C., *Secretary of State.*
Hon. Edward Kenny, *Receiver-General.*

Lord Monck opened the first Dominion Parliament at Ottawa, November 8, 1867. In his speech on the occasion his Lordship gave utterance to the following memorable words: 'I congratulate you on the legislative sanction which has been given by the Imperial Parliament to the Act of Union, under the provisions of which we are now assembled, and which has laid the foundation of a New Nationality that I trust and believe will ere long extend its bounds from the Atlantic to the Pacific Ocean."

November 18, 1867.—Hon. (now Sir) John Rose appointed Minister of Finance, in place of Sir Alexander T. Galt, resigned.

November 14, 1868.—Lord Monck sailed for England. He was succeeded in office by Sir John Young, Lord Lisgar, who was sworn in as Governor-General December 29.

August 23, 1869.—H.R.H. Prince Arthur arrived at Halifax.

October 29.—Hon. William McDougall appointed Lieutenant-Governor of Rupert's Land and North-West Territories.

January 15, 1870.—Third session of First Parliament opened by Sir John Young, in presence of H.R.H. Prince Arthur.

March 4.—Thomas Scott shot at Fort Garry, by order of Riel's 'court-martial.'

March 7.—The first step taken towards the development of Manitoba and the North-west Territories by the establishment of a Land Department, with Colonel J. Stoughton Dennis, as Surveyor-General of Dominion lands.

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May 12.—Province of Manitoba and the North-west Territories admitted into the Dominion. This important event was shortly followed by the arrival of the military expedition at Fort Garry, under command of Sir Garnet Wolseley, and the sudden collapse of the French half-breed rebellion.

February 15, 1871.—Fourth session of First Parliament opened by H.E. Lord Lisgar.

May 4.—Mr. Sandford Fleming appointed Engineer-in-Chief of Pacific Railway Survey.

July 20.—British Columbia entered the Dominion, being the sixth province.

June 25, 1872.—Earl of Dufferin arrived at Quebec and the next day was sworn in as Governor-General.

December 2.—Hon. Alexander Morris appointed Lieutenant-Governor of Manitoba and the North-West Territories.

February 8, 1873.—Pacific Railway charter granted to Sir Hugh Allan and twelve other directors.

July 1.—General reconstruction of the Dominion Cabinet as follows:—

Hon. Sir John A. Macdonald, K.C.B., *Premier.*
Hon. (now Sir) S. Leonard Tilley, C.B., *Minister of Finance.*
Hon. Peter Mitchell, *Minister of Marine and Fisheries.*
Hon. Charles Tupper, M.D., C.B., *Minister of Customs.*
Hon. Alexander Campbell, Q.C., *Minister of Interior.*
Hon. H. L. Langevin, C.B., *Minister of Public Works.*
Hon. J. C. Aikins, *Secretary of State.*
Hon. J. H. Pope, *Minister of Agriculture.*
Hon. John O'Connor, Q.C., *Postmaster-General.*
Hon. Theo. Robitaille, M.D., *Receiver-General.*
Hon. T. N. Gibbs, *Minister of Inland Revenue.*
Hon. H. McDonald, Q.C., *Minister of Militia and Defence.*

This day, the sixth anniversary of the coming into force of the Confederation Act, was rendered memorable by the admission of Prince Edward Island, the smallest as well as the youngest of the Dominion provinces.

November 5, 1873.—Hon. Sir John A. Macdonald and his Cabinet resigned. Hon. Alexander Mackenzie formed the following Ministry:—

Hon. Alexander Mackenzie, *Minister of Public Works, Premier.*
Hon. Antoine A. Dorion, Q.C., *Minister of Justice.*
Hon. Edward Blake, Q.C., *Without Portfolio.*
Hon. Richard J. Cartwright, *Minister of Finance.*

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CANADA.

A.D. 1876–78.

Hon. Luc Letellier de St. Just, *Minister of Agriculture.*
Hon. David Laird, *Minister of Interior.*
Hon. David Christie, *Secretary of State, afterwards Speaker of the Senate.*
Hon. Isaac Burpee, *Postmaster-General.*
Hon. Thomas Coffin, *Receiver-General.*
Hon. T. Fournier, Q.C., *Minister of Inland Revenue.*
Hon. William Ross, *Minister of Militia and Defence.*
Hon. Richard W. Scott, Q.C., *Without Portfolio, afterwards Secretary of State, vice* Hon. D. Christie.

October 7, 1876.—Hon. David Laird appointed Lieutenant-Governor of the North-West Territories, henceforth distinct from the province of Manitoba.

March 26, 1877.—Discussion in Parliament on motion of Dr. Schultz with regard to the destruction of the buffalo.

June 15.—The Fisheries Commission, appointed under the Treaty of Washington (Arts. 22-23), met in the Waverley Hotel, Halifax, and continued in session until November 23, when the award of 5,500,000 dollars in gold to be paid by the United States Government to the British Government was made. The Commission was composed of the following members:—M. Maurice Delfosse, President; Hon. Ensign H. Kellogg; Hon. Sir Alex. T. Galt, K.C.M.G.; Hon. Dwight Foster (United States agent); Francis C. Ford (agent for Great Britain). Dominion Counsel—Joseph Doutre, Q.C. (Montreal); S. R. Thomson, Q.C. (St. John, N.B.); R. L. Weatherbee, Q.C. (Halifax, N.S.); Hon. W. V. Whiteway, Q.C. (St. John's, N.F.); Hon. Louis H. Davies (Charlottetown, P.E.I.).

February, 1878.—The provisions of the Independence of Parliament Act enforced against members of the Mackenzie Ministry.

During this month the Fortune Bay (Newfoundland) difficulty occurred, which led to a lengthy and warm correspondence, affecting the interests not only of Newfoundland, but of Canada. The letters of Mr. W. M. Evarts, United States Secretary of State (March 2), to Sir Edward Thornton, and of Mr. John Walsh, United States Minister in London, to Lord Derby, are couched in very similar language, and urge the adoption of such measures as would 'not only put an end to the evil (complained of), but also to prevent a recurrence of acts which, in addition to the

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injuries and losses to individuals, may have a tendency to complicate the good relations which so happily subsist between the Government of the United States and that of Her Britannic Majesty.'

The Act creating the District of Keewatin now came into force. This district may be roughly described as embracing that portion of the North-West Territories lying between the meridians 91° 8′ and 100° 8′ W. of Greenwich, stretching to the northern limits of Canada, and bounded to the south by the province of Manitoba and the United States.

February 11.—His Excellency the Governor-General and Countess Dufferin visited Montreal, and were magnificently entertained. The senatus of McGill University presented an address of welcome in Greek, to which his Excellency replied in the same language.

The conventional boundary line between British Columbia and Alaska, as reported by Mr. Joseph Hunter, C.E., to be at the crossing of the Stickeen River in lat. 56° 38′ 17″ N. and long. 131° 58′ 14″ W., was accepted.

The legislation of this year was marked by the passage of the most important Bill of that, or any previous or subsequent session. This was a Bill providing for the creation of homestead exemptions in the territories of Canada.

April 15.—A monster map of the Dominion, prepared under the superintendence of Lieutenant-Colonel Dennis, Surveyor-General, was exhibited in Ottawa.

April 16.—An address presented to his Excellency Earl of Dufferin on the occasion of his farewell in the Senate Chamber at Ottawa. His Excellency's closing remarks in reply are worthy of record:—'In conclusion,' he said, 'allow me to assure you that I shall esteem it one of the greatest privileges of my future life to watch the progressive development of your prosperity, to advocate your interests in the British Parliament, and to confirm our fellow-countrymen at home in their conviction of the high degree to which Canada is destined to contribute to the welfare, the strength, and the renown of the British Empire.'

May 2.—The Secretary of State for the colonies (Sir M. E. Hicks-Beach), in a despatch to Lord Dufferin, acknowledged the offer by Canadian Militia officers of service in the event of war.

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CANADA.

A.D. 1878.

May 3.—The following resolutions, on motion of Mr. Miles, were moved in the Dominion House of Commons :—'That it is expedient that the right of Canada to all of British North America, and the islands adjacent thereto (not including the province of Newfoundland), should be placed beyond question, and that the offer of H.M.'s Government to transfer the said territories to Canada be accepted.' [Boundaries as officially defined will be found in their appropriate place in this work.] During the interesting discussion which ensued, much valuable information respecting the proposed short ocean route to England by way of the Nelson River and York Factory was elicited.

May 7.—A motion was made in the Dominion House of Commons by Mr. Mackenzie to the following effect :—

'That this House do ratify the Order-in-Council dated April 18, 1878, respecting a subsidy to the Canada Central Railway Company, passed under authority of an Act to provide for the construction of the Canadian Pacific Railway, 37 Vic. cap. 14.'

May 24.—Queen's Birthday was celebrated in Montreal by a Grand Military Review, and subsequently by a dinner at the Windsor Hotel, at which Lord and Lady Dufferin were present. The threatened Fenian invasion was adverted to by his lordship, and described as a 'certain amount of Celtic effervescence.'

June 6.—The corporation of the capital city of Ottawa presented a parting address to Lord and Lady Dufferin, who took their departure from that city next day on the *Peerless* steamer.

June 15.—The Canadian 'Wimbledon' rifle team (twenty strong) sailed for England in the Allan s.s. *Polynesian*.

July 28.—The Marquis of Lorne accepted the Governor-Generalship of the Dominion.

Aug. 1.—Canada admitted into the General Postal Union.

Aug. 3.—The Albany river was determined upon as the northern boundary of the province of Ontario.*

Oct. 2.—Vice-Admiral Sir E. A. Inglefield, K.C.B., Commander-in-Chief of the N.A. and W.I. station, arrived at Quebec in H.M.S. *Bellerophon*.

Oct. 16.—The Mackenzie Cabinet resigned.

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Oct. 17.—Sir John A. Macdonald sworn in as Premier, with the following Cabinet:—

Hon. (now Sir) Samuel Leonard Tilley, *Minister of Finance.*
Hon. (now Sir) Charles Tupper, *Minister of Railways and Canals.*
Hon. J. H. Pope, *Minister of Agriculture.*
Hon. John O'Connor, Q.C., *President of Council.*
Hon. James Macdonald, Q.C., *Minister of Justice.*
Hon. Hector L. Langevin, C.B., *Postmaster-General.*
Hon. L. R. F. Masson, M.P., *Minister of Militia, &c.*
Hon. Senator J. C. Aikins, *Secretary of State.*
Hon. Mackenzie Bowell, M.P., *Minister of Customs.*
Hon. J. C. Pope, M.P., *Minister of Marine and Fisheries.*
Hon. L. F. G. Baby, M.P., *Minister of Inland Revenue.*
Hon. Alex. Campbell, *Receiver-General.*
Hon. R. D. Wilmot, *President of Senate.*

Resolution of Sir John A. Macdonald:—

'That this House is of opinion that the welfare of Canada requires the adoption of a national policy, which by a judicious readjustment of the tariff will benefit and foster the agricultural, the mining, the manufacturing and other industries of the Dominion. That such policy will retain in Canada those of our fellow-countrymen now obliged to expatriate themselves in search of employment denied them at home, will restore prosperity to our struggling industries now so sadly depressed, will prevent Canada from being made a sacrifice market, will encourage and develop an active interprovincial trade, and moving as it ought to do in the direction of reciprocity of tariff with our neighbours, so far as the varied interests of Canada may demand, will tend to procure for this country reciprocity of trade.'

Oct. 18.—Lord Dufferin and suite left Quebec for England in s.s. *Polynesian*, leaving General Sir Patrick L. Macdougall to administer Government *ad interim.*

Oct. 22.—Sir John A. Macdonald, the present Premier, was returned to the Dominion Parliament for the city of Victoria, British Columbia.

Nov. 4.—Completion of the Pembina branch of the Canadian Pacific Railway.

Nov. 24.—The Marquis of Lorne, the newly-appointed Governor-General, and the Princess Louise, landed at Halifax.

Dec. 10.—Loan of 17,000,000 dols. negotiated in London at 96½ on the guarantee by the Imperial Government of one half.

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CANADA.

CANADA.

Descriptive geography.

Definition of Canada.

THE first and most important question that geography has to answer is Where? Where, then, is Canada? As a geographical designation solely, the name Canada—a corruption of *Kanata* or *Kannatha*, an Iroquois word signifying a collection of huts—has had in history a variety of meanings. Originally, and up to 1759, it embraced an almost boundless extent of country, under the dominion of France, extending from Acadia and the great Gulf of St. Lawrence, as far as the Mississippi river and the Gulf of Mexico. This was the 'New France' of the early French explorer, missionary, and merchant adventurer. It was subsequently limited to a region lying chiefly on the borders and banks of the great lakes and the river St. Lawrence, extending from Quebec westward to Lake St. Clair, and known as the Basin of the St. Lawrence. Near the close of last century it was divided into two provinces, Ontario and Quebec. Quebec at that date was divided into three distinct governments, viz., Quebec, Trois-Rivières, and Montreal. It was further divided into eighty-two parishes, forty-eight of which lay north and thirty-four south of the St. Lawrence river. These two sections, under their more familiar titles of Upper and Lower Canada, were reunited in 1840 by the Imperial Act of Union. Although now politically, as well as nominally, united under the same Government, laws, and commercial regulations, the manners and customs of the people still greatly distinguish these two sections.

New France.

The Dominion.

The Dominion of Canada as now constituted—first by the Federal Union of 1840, then by the Confederation Act of 1867, and subsequently by its extensions of 1870–71 and 1873—embraces eight principal territorial divisions or provinces, each having a government and parliament of its own. In the order of population they rank as follows:—

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Divisions, area, &c.

Provinces, &c.	Area Square Miles	Population
Ontario	101,733	1,923,228
Quebec	188,688	1,359,027
Nova-Scotia	20,909	440,685
New Brunswick	27,174	321,129
Prince Edward Island . . .	2,133	108,928
Manitoba	123,200	65,954
British Columbia (including Vancouver, Queen Charlotte's and other Islands) . . .	341,305	49,459
North-West Territories . .	2,665,252	56,446
Keewatin district		
Islands in the Arctic Ocean . .	311,700	
Islands in Hudson's Bay . .	23,400	
Totals . . .	3,805,394	4,324,756

The seven organised provinces embrace 864,365 square miles.

Indians.

The Indians belonging to thirty-six tribes numbered 105,690 in 1879.

Origin of Population

As illustrating the composite character of the Canadian people the following table, showing the origin of the people of the four old provinces, according to the census of 1871, is of interest :—

	Ontario	Quebec	New Brunswick	Nova Scotia
African . .	13,435	148	1,701	6,212
Dutch . .	19,992	798	6,004	2,868
English . .	439,429	69,822	83,598	113,520
French . .	75,383	929,817	44,907	32,833
German . .	158,608	7,963	4,478	31,942
Greek . .	7	7	1	24
Half-Breed .	2	—	—	—
Hindoo . .	8	—	—	3
Indian . .	12,978	6,988	1,403	1,666
Irish . .	559,442	123,478	100,643	62,851
Italian . .	304	539	40	152
Carried forward	1,279,588	1,139,560	242,775	252,071

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CANADA.

	Ontario	Quebec	New Brunswick	Nova Scotia
Brought forward	1,279,588	1,139,560	242,775	252,071
Jewish . .	48	74	3	—
Russian, Polish .	392	186	1	28
Scandinavian .	686	454	200	283
Scotch . .	328,889	49,458	40,858	130,741
Spanish, Portuguese . .	213	142	223	251
Swiss . .	950	173	64	1,775
Welsh . .	5,282	283	1,096	1,112
Various other origins .	295	32	1	13
Not given . .	4,508	1,154	373	1,526
Totals .	1,620,851	1,191,516	285,594	387,800

From this it will be seen that while Ontario is distinctively British, Quebec is as distinctively French in the nationality of its inhabitants; and that Ireland has contributed by far the largest share to the whole population, Scotland coming next, and Germany fourth. The German settlements are mainly in Ontario and Nova Scotia. British Columbia, Manitoba, and the North-West Territories contain by far the largest proportion of Indians, and British Columbia thus far the only Chinese.

Extent and boundaries.

Territorially Canada now embraces everything lying within the northern half of the North American Continent, excepting Nnwfoundland and Labrador on the east, and Alaska on the west. Its boundaries are therefore easily defined by following them with the eye, or tracing them with the finger on the accompanying map. They are the Atlantic Ocean, Davis's Straits and Baffin's Bay on the east; the Pacific Ocean, Alaska, and Qucen Charlotte's Island on the west; the Arctic Ocean and Baffin's Bay on the north; and the United States on the south, south-east, and south-west. In short, the Dominion of Canada extends east and west from the 53rd to the 141st meridian, and occupies a superficial area of 3,470,392 square miles, one-fifteenth of the land surface of the world, rather more than the United States, and rather less than the whole of Europe. The habitable area is, however, largely diminished, when the frozen regions north of the 60th parallel and the water-

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area of 700,000 square miles are deducted. It is with the comparatively narrow strip of settled country bordering on the Atlantic coast and extending through the St. Lawrence and Saskatchewan valleys on and near the proposed route of the Canadian Pacific Railway to the Rocky Mountains and the Pacific Ocean—the fertile or food-producing belt—that we propose to deal with in the following pages.

Physical Geography.

Physical features.

So vast an extent of country as Canada presents every possible variety of surface, as well as every description of climate, soil, and product. Its leading topographical, geological, and botanical features suggest three great regions, into which it may very properly be divided. These are the elevated or *woodland*, the central, or *prairie*, and the western, or *mountain*, regions. Timber, and, to a smaller extent, minerals, distinguish equally the Atlantic and Pacific slopes of the continent, while the interior is largely adapted for agricultural and pastoral purposes. Starting from the Atlantic frontier of the maritime provinces, we find the Cape Breton highlands skirting the sea-coast, and extending inland fifteen or twenty miles. This dislocated range of metamorphic hills nowhere assumes the height of mountains.

Mountains.

Sixty miles inland from this seaboard, and nearly parallel thereto, the Cobequid Mountains, some of which are 1,100 feet high, traverse Nova Scotia, from the Bay of Fundy to the Strait of Canso. This range is clothed with a large growth of timber to its summit, where agricultural products grow luxuriantly. The third mountainous range of moderate elevation traverses the boundary between Quebec and New Brunswick, from the State of Maine to the Gulf of St. Lawrence. The east coast of Labrador is also mountainous. The mountain formations of the country lying between the Gulf of St. Lawrence and the Rocky Mountains assume a different direction from the lower mountain ranges just referred to. The country presents a terraced character, and the navigation of the principal rivers and streams is obstructed by numerous falls and rapids. On either side of the Valley of the St. Lawrence the country is

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CANADA.

also mountainous. The range on the north side is called the Laurentides. It extends westwardly from the Labrador coast up the north side of the Ottawa River to the Arctic Ocean, a length of 3,500 miles. It forms the watershed between the tributaries of the St. Lawrence and those of Hudson's Bay, rising to the height of 2,000 feet near Lake Superior. The southern, or south side range, called the Notre Dame Mountains, is a spur of the Alleghanies, which, commencing at the Gulf of St. Lawrence, run nearly parallel to the River St. Lawrence, reaching their greatest elevation of 4,000 feet on the Gaspé Peninsula, and terminating in Virginia. The Blue Mountains on the south side of the Georgian Bay attain a height of 1,900 feet above the waters of Lake Huron. Westward of Lake Superior, stretching to the Rocky Mountains, is the great wheat-producing tract, now everywhere recognised as the 'fertile belt.' Some peaks of the Rocky Mountains rise to the height of 15,000 feet. Between the Rockies and the Pacific coast intervene the Selkirk Mountains and the Gold Coast or Cascade Ranges, the highest points of which reach an elevation of 7,000 feet. In the vicinity of Cariboo and the sources of the North Thompson River, some peaks of the Selkirk Mountains reach a somewhat higher elevation.

Gulfs and bays.

The area covered by the water system of Canada embraces about 700,000 square miles. The coasts of the Dominion are everywhere numerously indented. The most remarkable of these indentations form the extensive inland seas known as Hudson's Bay, the Gulf of St. Lawrence, and the Gulf of Georgia.

Lakes and rivers.

Owing to her remarkable physical configuration and extensive watershed, Canada possesses the largest lake and river system in the world. The volume and surface area of her lakes and rivers are equally remarkable. The hydrographical basin of the St. Lawrence with the great lakes Superior, Huron, Michigan, St. Clair, Erie, and Ontario, alone occupies 330,000 square miles. These lakes and their tributary streams form the largest and purest continuous system of fresh water in the world, and impart to the Dominion a perfectly unique hydrographical character.

The lake system of Ontario and of the central or prairie region embraces, among many smaller bodies of

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water, Great Slave, Great Bear, and Athabasca Lakes, Winnipeg, Manitoba, Winnipegosis, and Lake of the Woods, Simcoe, Nepigon, and Nipissing.

Next to the St. Lawrence, the most important rivers of the Dominion are the Mackenzie, Saskatchewan, Peace, Nelson, Athabasca, Assiniboine, Albany, Churchill, and Winnipeg, all flowing in the vast North-West territory; the Columbia, Fraser, and Thompson in British Columbia; the Ottawa, which forms the boundary between Ontario and Quebec provinces, and its chief tributaries the Gatineau, Madawaska, Keepawa, and Matawan; the Saguenay, Richelieu, St. Maurice, and Chaudière, in Quebec; the St. John, Miramichi, Restigouche, and Petitcodiac, in New Brunswick; the Shubenacadie, St. Mary's, La Have, Avon, and Annapolis, in Nova Scotia; and the York and Hillsborough rivers in Prince Edward Island. Only the better known of these rivers have been navigated to any considerable extent with steam craft.

Thus Canada possesses a continuous waterway from the Atlantic to the head of Lake Superior, a natural highway of trade and travel, and the best, because the cheapest and healthiest, emigrant route across the American continent.

Mineral Springs.

Salt and other mineral springs are very numerous and well distributed, while in no part of the Dominion, save, perhaps, in a few of the small arable sections in Eastern British Columbia, is irrigation practised or found to be necessary.

Drainage system.

The drainage system of the Dominion is threefold—viz., eastward to the Atlantic, westward to the Pacific, and northward to the Arctic Ocean and Hudson's Bay.

Climate.

'Climate,' says Professor Ansted, in his admirable compendium of 'Physical Geography,' 'is a very complex matter, and one dependent on a great variety of conditions.' These to some extent affect and depend on each other, but all may ultimately be traced to certain general causes connected with physical geography. Among such causes are—

(1) The position of the station in latitude.

(2) The size and figure of the land on which the station is situated, whether detached island, archipelago, or continent.

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CANADA.

(3) The elevation of the station above the sea.

(4) The position of the land on which the station is placed with reference to the neighbouring land.

(5) The position, distance, and direction, magnitude, and elevation of the nearest continent.

(6) The nature, magnitude, and direction of the nearest great marine current to the shores.

Let us now see how far and in what respect the climate of Canada is affected by these causes.

The public mind, though less abused than formerly, is still greatly prejudiced in regard to the climate of Canada.

Furs are suggestive of frost and snow, and, in the opinion of some people, these are worn the year round in Canada. The summers and winters are equally decided, and in some interior sections are rather trying to those accustomed to milder and more equable temperatures. The heat of summer and the cold of winter are greater than in England. On the whole, however, they are found to be remarkably dry, bracing, and healthy. A March east wind in England is infinitely more chilling and depressing than thirty degrees of frost in almost any part of Canada. In a country the size of Europe almost every variety of climate and range of thermometer is experienced. It has been urged, and justly, that the climate of a country which perfects the production of the most valued grains, grasses, fruits, plants, timber, and animals—including man—cannot be other than a good one. That of southern interior Canada is greatly influenced by the vast extent of her lake waters. Temperate latitudes are, it is everywhere admitted, requisite for the highest development of animal life, and the climate of that portion of Canada which borders on the Upper St. Lawrence and the great lakes is temperate. Ontario enjoys an exceptionally temperate climate, while that of Quebec and the North-West territories resembles that of Norway.

Meteorological service.

The meteorological service forms a branch of the General Department of Marine and Fisheries, and is most ably superintended. The Central Office and Magnetic Observatory are at Toronto. In daily correspondence with it are ten principal stations, viz. :—

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Nova Scotia .	Sydney.	Ontario . .	Kingston.
	Halifax.		Woodstock.
New Brunswick	St. John.	Manitoba . .	Winnipeg.
	Fredericton.	British Columbia	Spence's Bridge
Quebec . .	Quebec.		
	Montreal.		

Observations, extended over a period of years, have established 44° as the mean annual temperature of Ontario, while that of the British Isles is 48°. The almost insular character of Ontario protects it from the extremes of heat and cold experienced in the western provinces and territories. The prairie region west of Ontario and east of British Columbia has a mean summer temperature of 60°, with abundance of rain. During winter from 50° to 60° of frost are frequently registered. Throughout the coast regions of Nova Scotia, New Brunswick, and British Columbia the range of the thermometer is not nearly so great; the climate is also more moist and changeable.

Rain and snow.

The general distribution of rain is more uniform, and snow falls to a much greater depth and lies much longer throughout Canada than in the British isles. It must be borne in mind, however, that snow serves a most valuable economic purpose in Canadian husbandry in quickening the soil. More than this, it makes good sleighing, and good sleighing is the glory of Canadian winter life. The snowfall in the West and South-west part of the territories is comparatively light, and cattle may remain in the open air in winter subsisting on the prairie grasses, which they obtain by scraping away the snow when necessary.

Land system, &c.

Next to his health, the most important question for the settler in a new country to consider is the easy acquisition and disposition of land. Agriculture, including stock and dairy farming, have long been the chief industrial interests of the Dominion. Next to these rank the products of the forest and their manufacture; after these the fisheries and the mines. As every intelligent and thrifty immigrant will, sooner or later, become a landowner, it is important that he should, as soon as possible, make himself acquainted with the system of buying, holding, improving, selling, or transferring

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CANADA.

land. The laws of primogeniture and entail are abolished, and the *transfer of land is cheap and easy*. British tenant farmers, anxious to change their condition of leaseholders to that of owners, have in Canada, more particularly in the prairie country—hereafter specially referred to in the chapters on Manitoba and North-West Territories—a wide and promising field for investment. In the provinces of Ontario, Quebec, New Brunswick, Nova Scotia, and British Columbia, the grant of one hundred millions of acres to the Canadian Pacific Railway alone excepted, the lands are held by the several provincial governments. All public lands in Canada, as in other parts of the Empire, are called 'Crown' lands, *i.e.* held by the Crown in trust for the people.

Crown Lands.

Dominion lands are surveyed in blocks of twelve miles square. These are subdivided into four townships of six miles square each; these again into thirty-six sections of one mile square, or 640 acres each; and each section into quarters of 160 acres each. Each township, therefore, contains 23,040 acres, and each block 92,160 acres.

Price of land.

They may be bought to the extent of 640 acres at 4*s.* 2*d.* sterling per acre, cash down. Unoccupied Dominion lands will be leased to neighbouring settlers for cutting hay, &c., but not to the hindrance of the sale or settlement of such lands. Timber and mineral lands are subject to special regulations, which will be found in the Homestead Law and other special Acts of Parliament. Improved farms (advantageous for tenant-farmers newly arrived and unacquainted with the country and its requirements) may be purchased in almost every part of the Dominion. Such farms are either partially or entirely cleared of timber and under cultivation, with dwellings and farm-buildings on them, and are therefore at once available for agricultural purposes. The prices of such range from 4*l.* to 40*l.* per acre, according to situation and productiveness. The utmost caution should in all cases be observed by new settlers in the selection and purchase of land.

Ordnance and Admiralty lands.

The principal Ordnance lands remaining unsold at the close of the fiscal year 1879 are situate at Kingston and Prescott in Ontario province, and at Montreal, Quebec, St. John, South River, Blairgowrie and Sorel

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in the adjoining province of Quebec; while smaller lots lie scattered through both provinces.

Free grants.

Canada is the only British colony, excepting Queensland and West Australia, that grants land *free* to settlers.* Quarter sections (160 acres) of untenanted Dominion lands—in all the provinces—are granted to any person who is the head of a family, or to any person, not the head of a family, who has attained the age of twenty-one years, on condition of three years' settlement from the time of taking possession and the payment of the entry free of 10 dols. (2*l.* 1*s.* 3*d.*) In the North-West Territories the settler has the privilege of purchasing 160 acres more in the neighbourhood of his homestead.

Land sales in Manitoba and North West Territories.

From the Report of the Surveyor-General, it appears that the receipts in cash and scrip during 1879 for land sales in Manitoba and the North-West Territories, amounted to $218,409, and the fees on homestead and pre-emption entries alone realised $42,910; while the area of land disposed of—1,154,072 acres—exceeded the area disposed of the previous year by considerably over half a million acres, and only fell short of the entire extent homesteaded, pre-empted, and sold in Manitoba and the Territories during the four preceding years by some 245,000 acres.

Agriculture.

Agriculture forms the chief and abiding interest and industry of the Dominion. That farming pays in Canada is sufficiently proved by the fact that more persons are engaged in it than in any other branch of industry. In 1871, out of 463,424 persons enumerated as employed in the Province of Ontario, 228,708 belonged to the farming-class; in Quebec there were 160,041, out of a total of 341,291; in New Brunswick 40,394, out of a total of 86,488; and in Nova Scotia 49,769, out of 118,645. In fact, nearly one-half of the whole population were then engaged in agriculture; and this proportion has been fairly sustained during the past ten years. By way of illustrating the rapidly progressive character of the Canadian farming industry it is sufficient to quote the yield and export of the staple crops at

* As the system of procuring free lands varies slightly in some of the provinces, the points of difference will be found noted in the respective chapters.

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CANADA.

Exports of produce.

three periods during the past half-century. In 1820 the average export of wheat did not exceed 1,000,000 bushels. In 1852 the yield of grain and potatoes was a little in excess of 50,000,000 bushels; while in 1860 the grain and green crops together aggregated 125,000,000 bushels.

During the last twenty years the wheat production has been greatly stimulated, and Canada now produces 40,000,000 bushels, and a total of 170,000,000 bushels of all crops, or about 42½ bushels per inhabitant. When the wheat-fields of the new North-West are fairly under cultivation, say before the close of the present century, Canada will have a wheat surplus for export of 100,000,000 bushels—sufficient to supply the deficit in the present wheat consumption of the United Kingdom. Those who may be desirous to obtain the most recent and authentic information on the agricultural status and prospects of the Dominion are advised to peruse the recent reports of the Royal Commissioners, Messrs. Read and Pell, of the Delegate Farmers, and of Prof. J. P. Sheldon, author of 'Dairy Farming'—all of which may be readily procured of any Government stationer. Agriculturists and farm-labourers need not carry implements or tools with them, as these, better suited to their special requirements, can be more cheaply obtained in Canada.

Pastoral farming.

Pastoral farming, which includes stock-raising and dairy-farming—next to agriculture—is the most important industry of Canada, both soil and climate being favourable for its prosecution. Grasses, it is well known, thrive best in the region of summer rains and moderate summer temperatures, *e.g.* in the middle and higher parts of the temperate zone. The high quality of Canadian dairy produce is now everywhere acknowledged. Ontario and the eastern townships of Quebec offer perhaps the best openings for those wishing to engage in this branch of business. Manitoba and the North-West Territories will, however, offer increased advantages as soon as railway communication is established through them. The quality of the wool, mutton, and beef raised on the grasses of the North-West prairies is even finer than that produced in the eastern provinces and townships. The Bow river valley between Forts Walsh and McCloud is described as an exceptionally fine stock country. Cheese and

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butter, to the value of 8,500,000 dols., are annually exported. The production of the former article advanced from 20,000,000 lbs. in 1874 to 40,000,000 lbs. in 1880. The foot-and-mouth disease, and cattle epidemics generally, are unknown throughout the Dominion.

Cheese and butter exports.

During the last four years the pastoral industry has acquired additional interest from the direct trade in beef and cattle which has sprung up with England. The value of the live stock of the Dominion in 1874 was 33,000,000*l.*, against 24,000,000*l.* in 1861.

Cattle trade.

Fruit may be profitably grown in favoured districts only, such as the Annapolis valley in Nova Scotia, in the Niagara, and western districts of Ontario, and in the southern and more sheltered sections of the St. Lawrence Valley. The total agricultural export of Canada for 1882–83 amounted to upwards of thirty millions of dollars.

Fruit.

Canada, having an extremely diversified geological formation, is rich in minerals. In the Laurentian region the mineral deposits are especially extensive.

Mines and minerals.

Though in every way subordinate to her fertile fields and grand forests as a source of wealth, her mineral deposits must, as capital and labour make their influence felt in the country, attract increased attention and development.

No single province—except, perhaps, Prince Edward Island—is without mineral deposits. Nova Scotia and British Columbia are rich in coal and gold, the total yield of coal in these provinces for 1879 being 900,000 tons. The following ores have been worked: gold, silver, copper, lead (galena), iron (magnetic, hematite, chromic, and titanic), coal (lignite and albertite), appatite (phosphate of lime), graphite, mica, barytes, asbestos, slate, gypsum, petroleum, rock salt, antimony, iron pyrites, and manganese phosphates are plentiful. The total exports from the Dominion for 1878 amounted to 4,125,763 dols., or to rather more than three-fourths of a million sterling.

Exports.

These minerals are not confined to any one province, but are found deposited in one form or another, and in greater or lesser quantities, in every part of the country, from the Atlantic to the Pacific. We can only mention a few of the more valuable mining districts and their chief productions.

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CANADA.

Gold.

Gold has been found and successfully worked, though in a small way, in Nova Scotia, British Columbia, Quebec, and in the Marmora and Madoc districts of Ontario. The method thus far pursued has been that known as 'quartz' mining. British Columbia possesses extensive and valuable gold-fields, yielding ore annually to the value of from 250,000*l.* to 400,000*l.* In the early days of gold mining in British Columbia fortunes were sometimes made in a few weeks. In 1863 Dillion's claim yielded in one day 102 lbs. weight of gold. Other claims frequently yielded from ten to fifty pounds of gold in twenty-four hours. The average earnings of miners at the present time is estimated at 700 dols. a year. Explorations connected with the Geological Survey in 1876 showed the whole province to be auriferous.

Silver.

Silver is known to exist in several sections of the Dominion. By far the richest deposits thus far found have been on the north shores of Lake Superior, south of the Thunder Bay section of the Canadian Pacific railway. Silver Islet has been pronounced one of the most extensive and valuable silver-mining properties on the continent. It is as yet unworked.

Lead.

Veins of argentiferous *galena* are found in almost every section of Quebec south of the St. Lawrence.

Coal and iron.

Iron and Coal.—Iron exists everywhere throughout the Laurentian ranges. Nova Scotia takes precedence, so far, of all the other provinces in the extent and value of her coal and iron mines. They have both been successfully worked for many years. There are some thirty mines in operation on the mainland and in the island of Cape Breton, and they yield on an average one million tons of coal annually. New Brunswick ranks next. The Madoc (Ont.) and Quebec mines exhibit an annually increasing output of iron, but the difficulty of obtaining coal for smelting purposes, and the substitution, as far as practicable, of charcoal, is found to operate unfavourably to its extension. At Hull, opposite Ottawa, and at Marmora, Hastings county, there are immense beds of magnetic and red hematite iron which can be profitably worked. At the mouth of the Moisic river, 270 miles below the city of Quebec, there is another vast deposit, estimated to contain 20,000,000 tons. The coast region of British Columbia is rich in coal and iron; the coal mines of

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Vancouver give employment to a large amount of capital and labour. Anthracite coal of fair quality is found on Queen Charlotte's Island. The 'lignite' formations at 'Roche Percé' in the Souris river valley in the vicinity of the 49th parallel, N.W.T., are now undergoing examination.

Oil.

Oil.—Petroleum, or coal oil, abounds in south-west Ontario, and is largely 'pumped' and manufactured on the line of the Great Western and other railways in that province. In 1873 upwards of 15,000,000 gallons were produced. The oil-bearing rock—Lower Devonian limestone—is largely distributed over the western peninsula.

Copper.

Copper.—Canadian copper is noted for its purity. Mines have been opened along the shores of Lakes Huron and Superior. The 'Bruce' mines of Lake Huron are said to yield copper ore to the value of 50,000*l.* annually. The exports from Ontario and Quebec in 1874 amounted to 3,142 tons. In the eastern townships of Quebec copper-mining is also extensively carried on.

Salt.

Salt wells and springs are abundant in New Brunswick, and in some portions of Ontario.

Peat.

Peat abounds in Quebec, in the island of Anticosti, and in some parts of Ontario.

Forests.

British North America contains probably the most extensive and most valuable forests of timber in the world. Fully one half its entire surface is still covered with timber. The value of the timber annually shipped may be roundly stated at 15,000,000 dols. Only the square timber is exported; the logs are manufactured into lumber at home. There is no country in the world where logging or log-rolling is more practised or better understood. Nature's rotation of crops in the forest is a most interesting study. Mr. John J. Rowan, in his charming book, 'The Emigrant and Sportsman in Canada,' furnishes a characteristic picture of the process:—'Where a deciduous forest has been cut down or destroyed by fire, spruce and fir trees rapidly spring up. Where a pine forest has been so destroyed, blueberries and raspberries grow in immense profusion for two or three subsequent seasons; then cherry, white birch, maple, and popple (American poplar) commence to make their appearance, shoot up with surprising

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CANADA.

rapidity, and soon a forest of deciduous trees occupies the site of the ancient pine forests of the country, relics of which may be seen in the gigantic half-charred stems thoroughly dried by fire and weather, which remain standing amongst the young green wood for twenty or thirty years. These immense trunks, standing high over the heads of the young forest-trees, with uplifted arms and stems blanched white with successive storms and sunshine, look like the ghosts of the forest primeval, and present a weird and rather melancholy appearance.'

Varieties of wood.

The Canadian forest-growth includes between sixty and seventy varieties of wood. Of these the best-known and most widely esteemed are the white pine and white spruce. The white birch and cedar are also common. The latter is perhaps the most remarkable wood in the Canadian forest, justly esteemed so on account of its lightness and durability. The following list embraces only the most useful woods, and those most commonly met with:—Of the family *Coniferæ*, the white or Princes pine (*P. strobus*) is the best known. It is the pine of commerce, grows everywhere in Canada, and is largely exported. According to Sir J. Richardson it is found as far north as Lake Winnipeg. Two others of the same family, the yellow pine (*P. mitis*) and the red pine (*P. resinosa*), are frequently met with. The hemlock (*Abies canadensis*) grows to a great size, and, though considered an inferior wood for timber purposes, is a valuable tree on account of its bark, which is largely used in tanning. Of the spruce, which in one form or another enters largely into the export trade of the maritime provinces, there are no less than three varieties, viz., the white (*A. alba*), the black (*A. nigra*), and the 'skunk' spruce, so named by the Indians on account of its strong odour. Of the remaining coniferæ, the fir (*Abies balsamea*), sometimes called 'var' by the settler, and the cedar, are the most prized. Belonging to the *Betulaceæ* are the white, yellow and black birch. The first is invaluable for its bark, out of which many a canoe, and many a snug tent have been made. The two last serve admirably for fuel. The maple adds its charm to the many autumn attractions of the Canadian forest. Of this tree there are two well-known varieties, the rock or sugar maple (*Acer sacchari-*

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num), and the white maple (*A. dasycarpum*). The 'bird's-eye' and 'curly' maple, so much employed in the manufacture of furniture, are varieties of the rock maple. It also furnishes the best of fuel, and is the 'Yule-log,' so to speak, of Lower Canada and the seaboard provinces. The white oak (*Quercus alba*), the beech (*Fagus sylvestris*), the white and black ash and the white and rock elm, hickory, poplar, butter nut, and sumach, and the black walnut—the last named only found in Ontario—complete the list of the better-known Canadian woods.

Natural History, Sports, etc.

Fauna.

THE prescribed limits of a handbook—which, in order to meet the daily, perhaps hourly, requirements of the reader on his travels, should, as far as practicable, be also adapted to the pocket and the knapsack—forbid any attempt at a complete enumeration of the *fauna* of Canada. A separate treatise would be required to do anything like justice to this interesting branch of our subject. Competent authorities have, however, dealt with it, and to the results of their labours we must refer our inquiring friends.

Canada is essentially a sporting country. There is scarce a section or district of the entire Dominion that does not offer attractions of some sort to the lovers of sport. Indeed, it is well entitled to the appellation by which it is frequently distinguished amongst literary sportsmen—the 'Sportsman's Paradise.' Excellent hunting, shooting, and fishing may be enjoyed in almost every locality and at any season not excepted by law. Nova Scotia, though, according to Lord Dunraven, so nearly 'settled up' that the moose-supporting portions of the country are becoming very limited in extent, is still perhaps unexcelled as a sporting field for large game. Vast tracts being yet primeval forest, the moose (*Cervus alces*) and cariboo (*Cervus rangifer*) are the principal large game to be found in Canada. The moose is by far the biggest of all existing deer. It is allied to the elk of Europe, but attains to a greater bulk, frequently weighing 1,200 lbs. and upwards. The cariboo answers to the reindeer of northern Europe, on a somewhat larger scale and with far finer horns. Cumberland

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CANADA.

county N.S. is described by competent authorities as 'one of the finest moose-hunting grounds in the world.' There are no private game-preserves in the province, so that all are allowed to hunt, shoot, or fish *ad libitum*. The close season for moose or cariboo extends from mid-February to September 1. The woods abound with wild animals, including moose,* deer, bears, foxes, antelope, otter, beaver, and squirrel. The Canadian beaver is only 3½ feet in length, of a high chestnut colour, with a flat tail. No better model of ingenuity and industry can be found by the newly-arrived immigrant. Feathered game are found in abundance—geese, ducks, woodcock, snipe, plover, curlew, partridges, pigeons, and many other birds. A list of the birds of Canada published in 1856 gives the names of no less than 716; of these 243 belong to New Brunswick. Next to agricultural and timber products her fisheries form the most important industry in Canada. The lakes and rivers abound in bass, dory, &c. Lakes Beauport, St. Joseph, and St. Charles, in the neighbourhood of Quebec, literally swarm with fish. 'From Lake Ontario down to the straits of Belle Isle, a distance of nearly 2,000 miles, there is hardly a mile of coast line,' says Rowan, 'without a river or stream which affords fair angling.' The sea-coast fisheries of Nova Scotia, New Brunswick, and British Columbia produce a handsome revenue to the country and are capable of almost limitless extension. The Dominion fisheries constitute a most important branch of the public service, which is superintended by a commissioner in the Department of the Minister of Marine and Fisheries at Ottawa. 'In yield and value,' writes this officer in his annual report for 1878, 'the Canadian fisheries are still improving. Compared with last year their produce is valued at above half a million more. Succeeding tables, extending over a series of years, establish the fact that this improvement is not casual or spasmodic, but gradual and permanent.' The value of the fish product for 1882 was 16,088,000 dols., of which one half

Fisheries.

* To the true lover of this exciting sport—moose-hunting—we commend the perusal of a portion of a masterly and characteristic paper from the pen of the Right Hon. the Earl of Dunraven, in a late number of the *Nineteenth Century*.

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was exported. This was an increase of 313,576 dols. over the yield of 1878; for 1877 it was 12,029,957 dols.; for 1876, 11,147,590 dols. The production in each province of the Dominion in 1877–8–9 was as follows:—

Value of Fisheries.

	1877. Dols.	1878. Dols.	1879. Dols.
Nova Scotia .	5,527,858	6,131,599	5,752,936
New Brunswick .	2,133,237	2,305,790	2,554,722
Quebec . .	2,560,147	2,664,055	2,820,395
P. E. Island .	763,036	840,344	1,402,301
Ontario . .	438,223	348,122	367,933
British Columbia.	583,432	925,766	631,766

The values of the different principal fish or fish-products for 1879, were—

	Dols.		Dols.
Codfish . .	4,442,291	Lobsters . .	1,660,269
Herrings . .	1,635,388	Fish-oils : — Cod,	
Mackerel . .	1,758,149	Seal, Whale,	
Haddock . .	495,726	Porpoise, Dog-	
Salmon . . .	799,604	fish, &c. . .	583,726

Salmon Fishings.

It is estimated that fully 250,000 people, or one-sixteenth of the entire population, support themselves on this industry. Within twenty miles of Halifax, N.S., trout and salmon-fishing can be obtained in every phase which the gentle art is capable of assuming. Shelburne, Queens, and Lunenburg counties—the lake region of Nova Scotia—offer, perhaps, the greatest attractions to the patrons of 'the rod and reel.' The Nova Scotian salmon rivers are mostly short, running in parallel lines to the sea only a few miles apart. The fishing-grounds seldom extend more than ten or twelve miles from their mouths. Sea- or salmon-trout, averaging about 3 lbs. in weight, commence running up these streams at the end of June, and the best sport is to be had at that delightful season. Rimouski and various other points on the St. Lawrence river and its seaboard tributaries are famed for their salmon-fishing. Englishmen going to sport in Canada are recommended to supply themselves with both guns and dogs at home. Fishing-tackle can also be bought better in England.

The artificial production of fish is promoted by public grants of money, and by the establishment of 'hatcheries' or breeding establishments. The following table exhibits the distribution of fish during 1878 and 1879:—

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CANADA.

Fish-breeding.

Fish Hatcheries	Kinds of Fish				
	Salmon	California Salmon	Salmon Trout	Speckled Trout	Whitefish
1. Newcastle, Ontario .	601,000	1,700	1,130,000	100,000	800,000
2. Sandwich „ .	—	—	—	—	12,000,000
3. Bedford, Nova Scotia .	1,740,000	—	—	—	—
4. Restigouche, Quebec .	1,210,000	—	—	—	—
5. Gaspé „ .	1,655,000	—	—	—	—
6. Tadoussac „ .	1,470,000	—	—	—	—
7. Miramichi, New Brunswick . . .	1,025,000	—	—	—	—
Total distribution, 1879	7,701,000	1,700	1,130,000	100,000	12,800,000
„ „ 1878	5,141,000	85,000	658,090	20,000	21,900,000

Salmon	7,701,000
California Salmon	1,700
Salmon Trout	1,130,000
Speckled Trout	100,000
Whitefish	12,800,000
Total, 1879 . .	21,732,700
„ 1878 . .	27,754,000

Salmon Angling Rivers.

The following list of the leased rivers of the Provinces of Quebec and New Brunswick will be found useful to the angler :—

Du Gouffre	Mantane
Murray	Little S.W. Bic
Ste. Marguerite, N. E. Branch	St. Anne des Monts
do. N W. do.	Magdalen
A Mars	York
Little Saguenay	St. John
Anse St. Jean	Dartmouth
Sault au Cochon } Not angled	Grand
Laval } Not angled	Grand Pabos
Godbout	Little Pabos
Trinity	Bonaventure
Romaine	Little Cascapedia
Mingan	Grand Cascapedia
Mistassini	Matapedia
Becscie } Not angled	Upsalquitch
Manitou	Restigouche, Lower Division
Moisic	do. Middle do.
Kegashca	do. Upper do.
St. John, Mingan	S. W. Miramichi
Natashquan	Nipissiguit
Watsheeshoo } Not angled	do. (Rough Waters)
Washeecootai } Not angled	

Nearly 56,000 lbs. of salmon were taken from these streams in 1879, the Grand Cascapedia, Matapedia, and Restigouche yielding nearly half the amount.

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Political Geography.

Social Statistics.

Government.

THE Government of Canada is that of a limited monarchy, framed on the principles of the responsibility of Ministers to Parliament. It is vested in a Governor-General as executive, appointed by the Queen but paid by Canada, and a Cabinet of thirteen members, who, with the addition of the Speaker of the Senate, form the Queen's Privy Council, the public business of the country is administered by the members of the Cabinet. Each Cabinet officer presides over a department known as the—

1. Minister of Interior, including, *a.* Indians. *b.* Dominion Lands. *c.* Geological Survey.
2. Finance.
3. Railways and Canals.
4. Postmaster-General.
5. Justice.
6. Public Works.
7. Agriculture and Immigration.
8. Customs.
9. Militia and Defence.
10. Secretary of State.
11. Marine and Fisheries.
12. Inland Revenue.
13. President of Privy Council.

Seat of Government.

The seat of the Dominion Government is at Ottawa city, Ontario, on the Ottawa river.

Parliament.

The Parliament consists of the Queen, an Upper House of eighty-one members appointed by the Governor-General for life, styled the 'Senate;' and a Lower House of two hundred and six members, elected for five years, styled the 'House of Commons.' Sessions are held annually, and the Governor-General has power to dissolve the House before the expiration of the five-year term.

Governors.

The following list of Governors and Governor-Generals since the Union will be found useful:—

1840.	Lord Sydenham	1861.	Viscount Monck
1841.	Sir C. Bagot	1868.	Lord Lisgar
1843.	Sir C. Metcalfe	1872.	Earl of Dufferin
1846.	Earl Cathcart	1878.	Marquis of Lorne
„	Earl of Elgin	1883.	Marquis of Lansdowne.
1854.	Sir Edmund Head		

The several provinces have lieutenant-governors, paid by the Dominion, and systems of responsible local government, formed on the model of that of the Dominion.

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CANADA.

The counties and townships have also their local governments or councils, which regulate their local taxation for roads, schools, and other municipal purposes.

Judicial Courts.

The judges of the Canadian courts are appointed by the Crown, and are *not* elected by the people as in the United States.

The highest court in the land is the Supreme Court of Canada. It is composed of a chief justice and five puisne judges, and has appellate jurisdiction within and throughout the Dominion, in criminal as well as civil cases, from every court. This is the only Dominion court, all others being provincial in their powers and character. The most important of the Provincial courts are the Court of Chancery, the Court of Queen's Bench, the Court of Common Pleas, and the Court of Error and Appeal. The lower courts are the County Courts, the General Sessions, and the Division Courts. In the chief towns and cities there are stipendiary magistrates who hold court daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers *ex-officio*. In all parts of the country there are justices of the peace, holding their commissions from the Crown, who inquire into all such cases as may arise within their respective jurisdictions.

Courts of Assize and Nisi Prius, and of Oyer and Terminer and general gaol delivery, are held from time to time in every county. The jury system prevails throughout the land.

Education, Religion, &c.

There is no State Church, and no national system of education, and the utmost religious liberty prevails throughout the Dominion. The means of education by free public schools, both secular and religious, are abundant, each province directing its own system. In all parts of the country there are grammar-schools, managed, like the common schools; by a Board of Trustees. At these institutions, as well as at many excellent private schools, the pupils receive a classical education, and are trained and prepared for the legal and other professions. Above these again there are colleges, possessing Uni-

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versity powers, endowed with scholarships of considerable value, open to youths prepared in the lower schools. The total number of public educational institutions in the Dominion is 14,000, and the total attendance throughout the year nearly one million. There are also schools of medicine at Toronto, Montreal, and other places; whiie the various leading religious denominations have schools or colleges at which young men are prepared for the ministry. For the higher education of young ladies there are numerous excellent schools, many of which are denominational in character. Nor are the afflicted forgotten, there being schools for deaf-mutes and for the blind, supported and maintained at the public expense.

Schools.

The public and grammar-schools are under the supervision of duly qualified inspectors appointed by the Government.

Among religious denominations in Canada the Roman Catholic Church comes first in point of numbers, with a membership of 1,791,982. Next come the Church of England, Methodist, and Presbyterian Churches with about 750,000 adherents each; the Baptists follow with 250,000; the Congregationalists with 21,000; besides a few other sects numerically weak, such as the Reformed Episcopal Church, Jews, &c.

Religious denominations, &c.

The Roman Catholics possess four archbishops, sixteen bishops, and about 1,200 clergy, three colleges, and a number of excellent private schools, prominent among which are their convents. Lower Canada, where there are about a million French Catholics, of course is the stronghold of the Roman Catholic faith; the remaining population is chiefly Irish. In localities where there are a sufficient number of Roman Catholics they have their own separate schools under the supervision of the priests of the districts. This privilege was granted to the Catholics of Upper Canada as a set-off to the Protestant separate schools in Lower Canada.

The Church of England possesses fourteen bishops, about 800 clergy, and six divinity colleges. It comprises almost exclusively the upper classes, and is very flourishing in the cities and towns. Till lately it has not been so successful in the rural districts as might have been expected, owing perhaps to the rigidity of its system.

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CANADA.

Church Patronage.

The two schools of thought are as clearly defined here as in England, and a good deal of bitterness is often displayed. Though there are a few advanced Ritualists, the prevailing tone of opinion among the clergy seems to be moderate High Church; but there is a strong and rapidly increasing Low Church minority, which will ere long be the prevailing party. Patronage in theory is vested solely in the bishop of the diocese; virtually it is, in nine cases out of ten, in the hands of the congregation, who make a selection, and petition the bishop to appoint, which is hardly ever refused. The affairs of every diocese are managed by a parliament consisting of the clergy of each parish and a lay delegate, elected by the pewholders or communicants of each church. This assemblage, which is called the Synod, has within certain limits great power, and administers all the public funds of the diocese. The bishop sits as president of this assembly with the power of veto, and both lay and clerical members have an equal vote and voice, except in the case of the election of bishop, when the successful candidate must have at least two-thirds of the lay votes. The head of the Canadian Church of England is the Bishop of Fredericton (Right Rev. J. Medley, D.D.). With the exception of fifty-seven endowed parishes in Ontario, which had land specially granted to them by Crown patent many years ago by Sir John Colborne, the Church is entirely dependent upon the voluntary offerings of her members.

The Presbyterian Church in Canada numbers over 900 ministers, possesses six divinity schools and two ladies' colleges, and raises annually for all purposes about 250,000*l*. The clergy of this Church are said as a whole to be the best-educated class in Canada. Formerly the Presbyterians were divided into several minor bodies, but a few years ago they all united under the name of the Presbyterian Church in Canada.

The Methodists have about 1,500 ministers and assistants, one large University and Divinity College at Coburg, Ontario, and several large ladies' colleges. A few years ago the Wesleyan Primitive and New Connection bodies united under the name of the Methodist Church of Canada, leaving the Episcopal and Bible Christians still separate and independent.

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The Baptists are subdivided into three bodies, one of which, however, constitutes more than nine-tenths of the whole denomination, and has about three hundred and fifty ministers, one Divinity school, and a large ladies' college.

The Congregationalists have about a hundred ministers and a college in Montreal. Though numerically a weak denomination, they possess a large proportion of very able preachers, and the Church stands high in public opinion.

Value of Livings.

The average stipend for a Protestant clergyman in the country may be laid down at 130*l.* per annum. This, with the rate of living, and the assistance always rendered to a clergyman in kind by his flock, is at least equal to 300*l.* per annum in England. About two-thirds of the clergy are supplied with a parsonage, and it is the almost universal custom among business men to charge the clergy reduced rates for everything.

In social position the clergy of the Church of England rank first, the Presbyterians next, then follow the Methodists and Baptists; but in the remoter rural districts where, the people have not the slightest idea of social distinction, all 'preachers' stand on an equality.

Press.

The Press is represented by 470 papers, 58 of which appear daily. In 1840 there were 65 papers published in all Canada.

Trade and Commerce.

Trade and commerce.

The trade of the Dominion has made itself felt only within the last fifty years. It may, indeed, be said to be the outgrowth of the system of internal improvement which has characterised its history during the last twenty-five years. The first steamer navigated the St. Lawrence waters as early as 1809, but commerce advanced with slow and measured step for more than twenty years after that date. Since 1830 trade has multiplied fifteenfold, a rate of increase nearly fourfold greater than that of the population of the country.

The following table shows the trade of the Dominion since confederation. The total revenue for the year ending June 30, 1880, was $24,768,585.

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CANADA.

Growth of Trade.

Fiscal Years	Total Exports	Total Imports	Entered for Consumption	Duty
	$	$	$	$
1868	57,567,808	73,459,644	71,985,306	8,819,431
1869	60,474,781	70,415,165	67,402,170	8,298,909
1870	73,573,490	74,814,339	71,237,603	9,462,940
1871	74,173,618	96,098,981	86,947,482	11,843,655
1872	82,689,663	111.430,527	107,709,116	13,045,493
1873	80,789,922	128,011,282	127,514,594	13,017,730
1874	89,351,928	128,213,582	127,404,169	14,421,882
1875	77,886,283	123,070,283	119,618,657	15,361,382
1876	80,966,435	93,210,346	94,733,218	12,833,114
1877	75,875,393	99,327,962	96,300,483	12,548,451
1878	79,323,667	93,081,787	91,199,577	12,795,693
1879	71,591,255	81,964,427	80,341,608	12,939,540
1880–1	98,290,823	105,330,840		
1881–2	102,137,203			

Measured by the official returns of the last thirty years the gross trade of the Dominion has increased as follows:

		Per capital of Population
1845–47 . . .	£4,470,000 per annum	. £2
1865–67 . . .	31,660,000 „	. 9
1875–77 . . .	41,180,000 „	. 10

COMPARATIVE TABLE OF EXPORTS.

	1877	1878		Increase or decrease
Agriculture .	19,115,614	32,474,368	+	13,358,754
Forest . .	23,010,249	20,054,929	—	2,955,320
Live Stock, &c. .	14,220,617	14,577,086	+	356,469
Fisheries . .	5,874,360	6,929,366	+	1,055,006
Mines . .	3,644,040	2,869,363	—	774,677
Miscellaneous .	10,010,513	2,418,555	—	7,591,958
	65,864,880	76,905,112	+	3,448,274

Thus Canada, with a population of over four millions, carries on a trade equal in value to that of Great Britain at the beginning of the century, with a population of nearly sixteen millions. To accomplish this, Canada's shipping has similarly increased in number and tonnage. In 1850 it amounted to 61,000 tons. In 1877 it reached 1,310,000 tons, and in 1879 it aggregated 1,450,114 tons, showing an average annual increase of more than 50,000 tons. Ninety-four per cent. of this tonnage is in sailing-vessels. Valued at 7*l.* per ton it represents a net capital of rather more than nine

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millions sterling. This is equal to 2*l.* per head of the population, a ratio thirty-three per cent. higher than in the United Kingdom. Canada owns a greater marine tonnage than the United States—a larger tonnage in proportion to her population than any other country, and ranks fourth among the maritime powers of the world.

Public Works, etc.

Internal improvements.

POSSESSING, as she does, fine natural harbours, Canada has been free to devote her attention, her natural resources, and her credit to the extension and improvement of her means of inland communication. Her principal public works compare favourably with those of any other country in the world. During 1882, 10,000,000 dols. were expended in their construction, repair, and maintenance. Their valuation at the close of 1879 was 420,184,596 dols., or about eighty-five millions sterling. This is apportioned as follows :—

		$
Invested in Dominion Government railways		52,211,991
,,	railways other than above .	318,788,009
,,	canals, Class I. . . .	34,832,580
,,	,, &c., Class II. . .	7,390,102
,,	Government buildings, &c. .	6,961,914
		$420,184,596
Equal in round numbers to about	. .	£85,000,000

The first Railway.

They are :—1. Railways and telegraphs. 2. Canals. 3. Bridges and docks. 4. Colonisation and post-roads. Next to the United States Canada has the longest mileage in proportion to its population of any country in the world. Railway construction in Canada commenced in 1835, with the building of a line sixteen miles in length between La Prairie and St. John's. It was first worked with horses, and afterwards (in 1837) with locomotives. The next was the Queenstown and Chippewa railway, opened in 1839. In 1848 the original survey for the present intercolonial line from Halifax to Quebec was commenced in New Brunswick. This line and the Grand Trunk commenced in 1856 have since been completed. The following is a summary statement of mileage, capital, debt, &c., of railways now in operation : —

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Name of Railroad	Mileage	Ordinary Share Capital paid up	Preference Share Capital paid up	Bonded Debt paid up	Rate of Interest	Government Loan or Bonus paid up	Municipal Loan or Bonus paid up	Total Cost of Railway and Rolling Stock
		$	$	$		$	$	$
1. Albert	51	642,000	—	—	6	N.B. 455,000b	670,000	1,767,000
2. Brockville and Ottawa	86½	495,600	—	848,000	7	O. 75,000b	140,000	—
3. Brantford, Norfolk, and Port Burwell	34	30,000	—	—	5	—	—	380,000
*4. Canada Central	105	40,000	—	1,330,000	6	—	42,500	—
5. Canada Southern	322½	15,100,000	—	11,197,189	7	O. 147,858b	320,052	26,735,182
†Canadian Pacific	3,162	—	—	—	—	—	—	—
6 Carillon and Grenville	13½	94,000	—	—	—	—	—	100,000
7. Chatham Branch	9	50,000	—	—	—	N.B. 32,000b	—	98,000
8. Cobourg, Peterboro, and Marmora	47	—	600,000	400,000	8	O. 18,000b	102,000	1,400,042
9. Credit Valley	183	—	—	—	—	—	—	—
10. European and North American	91½	550,000	—	—	—	N.B. 1,180,000	60,000	—
11. Fredericton	23	321,160	—	100,000	6	N.B. 230,000b	80,000	—
12. Grand Trunk	1,388½	53,403,668	61,829,438	20,476,379	—	D.L.15,142,633	82,500b	149,512,050
13. Atlantic and St. Lawrence	—	5,000,000	—	3,484,000	—	—	—	8,484,000
14. Buffalo and Lake Huron	—	—	2,555,000	3,715,982	—	—	—	6,270,982
15. Chicago, Detroit, and Canada G. T. Junction	—	1,074.736	—	1,095,000	—	—	—	2,169,736
16. Great Western	866¼	26,595,539	2,461,335	17,392,152	—	—	—	38,309,362
17. London and Port Stanley	—	—	—	—	7	—	—	—
18. Wellington, Grey, and Bruce	—	221,200	—	2,589,066	7	O. 241,276b	682,000b	3,280,256
19. London, Huron, and Bruce	—	22,210	—	—	6	O. 178,630	307,494	1,401,841
20. Hamilton and North Western	33	145,000	—	—	—	O. 67,000	165,000	850,570

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†21. Intercolonial . .	714	—	—	—	—	D.	35,682,249	—	35,682,249
22. Kingston and Pembroke	47½	106,000	—	—	—	O.	115,274	450,000	802,620
23. Levis and Kennebec .	70	1,085,024	—	486,666	—	Q.	108,300	62,000	—
24. Massawippi Valley .	34½	400,000	—	400,000	—		—	—	400,000
25. Midland . . .	129	834,114	—	2,237,172	6	O.	98,350	140,870	3,957,588
26. Montreal and Vermont Junction . . .	23	—	—	—	—		—	—	—
27. Montreal, Portland, and Boston . . .	32	974,800	—	—	—	Q.	14,000	25,000	—
28. New Brunswick . .	152	200,000	—	1,722,000	—	N.B.	76,000	23,000	—
29. New Brunswick and Canada . . .	120	1,178,800	610,000	170,000	6	N.B.	5,000	47,500	3,506,000
30. Northern . . .	167¾	425,000	21,184	4,192,633	6	O.	196,188	631,980	—
31. Petitcodiac and Elgin .	14	8,000	—	—	—	N.B.	70,000	13,000	83,000
32. Port Dover and Lake Huron . . .	63	80,000	—	167,900	7& 8	O.	126,000	198,043	718,829
†33. Prince Edward Island	198½	—	—	—	—	D.	3,403,367	—	3,403,367
34. Quebec and Lake St. John	25½	112,210	10,000	100,000	—	Q.	48,171	10,000	244,501
35. Quebec Central . .	61	295,985	—	—	—		—	100,000	770,639
36. St. Lawrence and Industry	12	42,100	—	—	—		—	—	65,016
37. St. Lawrence and Ottawa	59	—	789,909	730,000	6		—	—	1,483,395
38. South Eastern . .	65	833,251	—	894,000	6	Q.	166,350	438,702	1,320,000
39. Stanstead, Shefford, and Chambly . . .	43	—	—	—	—		—	—	—
40. Toronto and Nipissing .	105½	193,350	—	769,000	7	O.	104,860	376,702	1,600,000
41. Toronto, Grey, and Bruce	191	773,085	—	1,999,726	6	O. & D.	377,938	969,561	4,167,129
42. Welland . . .	16¼	798,712	—	957,273	6	D.	—	—	1,226,391
43. Whitby and Port Perry	46	110.080	—	689,611	6	O.	94,957	222,095	1,181,790
44. Windsor and Annapolis	84	1,467,300	—	1,532,628	6	D.	1,089,896	—	3,799,989
Total . .	5,574¼	113,702,126	68,876,867	79,674,382			59,659,300	6,359,999	299,240,744

* Since extended as an eastern connection of the Canadian Pacific, to North Bay.

† A brief sketch of each of these Dominion Government lines will be found in connection with the through tables of distances in the Appendix.

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CANADA.

Railway mileage.

The railways of the Dominion are steadily increasing in number and importance. Whilst progress has been slow in other directions during the last four years, Canada's railway system has continued to expand faster than in most other countries during prosperous times.

The mileage of the entire railway system of the Dominion was as follows :—

Railways actually in operation . .	8,070 miles.
„ under construction . . .	3,190 „
Total mileage at the close of 1882 . .	11,260

During 1877 the mileage was only 7,571, there being 5,574 miles in operation, and 1,997 under construction. There were thus 569 miles more in operation during 1878, and 234 less under construction. Deducting from the total mileage those sections of the Grand Trunk and other lines which are located in the United States, viz. 228 miles, the actual length of over fifty Canadian railways in running order is 6,915 miles, and the total length, both finished and under construction, is 8,799 miles, or about one mile to each 600 inhabitants—a very creditable exhibit for four millions of people to be able to make. Of the completed lines nearly 6,000 miles are of the medium (4 ft. 8½ in.) gauge. Of the total mileage, rather more than one half is laid with steel rails.

Railway investments.

The amount of capital now invested in Railways is 415,000,000 dols. This sum is double the entire public debt of the Dominion. By far the greater portion of the amount was raised by shares on Bonds, although the Government and Municipal aid has been considerable. The actual figures are as follows :—

	£	£
Ordinary share capital		142,936,524
Preference capital		71,531,940
Bonded debt		92,487,932
		306,956,396
Amount of aid from—	£	
Dominion Government .	80,757,559	
Ontario „ .	3,205,536	
Quebec „ .	11,433,097	
N. Brunswick „ .	1,583,665	
Carried forward . .	96,979,857	

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	$	$
Brought forward . .	96,979,857	
Nova Scotia Government .	822,330	
Municipalities . . .	8,809,944	
Other sources . . .	2,043,279	
	108,655,410	
Less included in paid up securities	1,882,000	106,773,410
Total capital invested . . .	360,617,186	
Balance	1,468,952	
Grand total	362,086,138	

To this must be added the net increase of capital during 1878-79, 1,468,952 dols. This amount was increased during 1879 to 88,210,520 dols., leaving a further subsidy of the amount of 10,733,550 dols. to be paid on the completion of the several roads.

The foregoing shows the par value of all the securities issued by the different Companies. The actual capital received and expended by them was considerably less, as in some cases the bonds were disposed of at a discount. Making all due allowance for this, however, the actual amount of capital now invested in Canadian railways is exceedingly large considering the circumstances of the country.

Construction.

The nominal cost of construction—that is, taking all securities as sold at their full value—has been 45,925 dols. per mile. This is made up as follows: Ordinary share capital, 15,583 dols.; preference shares, 8,820 dols.; bonded debt, 10,677 dols.; and Government and Municipal aid, 10,915 dols. The actual cash expenditure per mile must, for the reasons already given, have been much below 45,925 dols. per mile. An interesting report of Mr. ex-Commissioner C. J. Brydges presented to the Dominion Parliament gives statistics showing the relative cost and the proportions of the Government and municipal aid, and private railway enterprise. The report is to June 30, 1878, and the figures are as follows:—

Twelve railways aided, total mileage completed .	877·51
Of these the Quebec, Montreal, Ottawa, and Occidental with a mileage of	326·66
had been subsidised to the extent of $10,338,000	
Leaving mileage of other railways . . .	550·85

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CANADA.

State aid to railways.

	$
Brought forward	10,338,000 00
The remaining railways are either branch lines or local roads, and may be estimated to cost as much as similar roads in Ontario, say $18,000 per mile: 550·85 at $18,000, say . . .	9,915,300 00
	20,253,300 00
Government aid to those completed, miles paid and unpaid	9,724,250 00
Municipal aid to ditto	3,531,500 00
Private capital	6,997,550 00

The following were the figures of the same expenditure in Ontario up to Dec. 31, 1878, since which time very few additional miles of railway had been completed:—

		$
Twenty-three railways aided, total mileage 1,357 at $18,000 . . .		24,426,000 00
Railway aid . .	$1,677,481 65	
Railway subsidies . .	1,211,303 00	
		2,888,784 65
Municipal aid		7,139,480 00
Private capital		14,397,735 35

From these figures it appears that in Ontario private capitalists and municipalities furnish the larger amount of the capital and build the roads with the Government assistance. But in Quebec it is the reverse, the Government there furnishes the money and the capitalists and municipalities assist to build the railways.

Traffic.

Turning now to the traffic of Canadian railways, we find that the returns for 1878 exceed those of any previous year. The number of passengers carried was 6,443,924, equal to six per cent. more than during the preceding twelve months. The tonnage of freight handled was 7,883,472, an increase of 1,023,676 tons, or over 15 per cent. The total number of passengers and tons of freight carried by the principal lines during 1878 were as follows:—

	Passengers	Freight
Grand Trunk	2,025,737	2,387,942
Great Western	1,206,372	1,854,663
Intercolonial	618,957	522,710
Canada Southern . . .	219,544	958,044
Northern	234,122	207,245
Midland	127,268	133,405
Toronto, Grey, and Bruce .	143,431	94,300
Toronto and Nipissing . .	99,140	100,814

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CANADA.

Railway Revenue.

The total earnings on all railways from all sources for 1879 amounted to £4,000,000, equal to the payment of a dividend of 1·67 per cent. upon the share and bonded liability of the companies.

The total railroad earnings for the twelve months ending Dec. 31, 1878, amounted to 20,520,078 dols. How this compares with the preceding year can be seen at a glance by the annexed statement:—

	1878	1877
	$	$
Passenger traffic . . .	6,386,325	6,458,493
Freight traffic . . .	13,129,193	11,321,264
Mails and express . . .	795,797	744,742
Other sources . . .	208,763	217,554
Totals . . .	20,520,078	18,742,053

The increased receipts during the year were 1,778,025 dols., or a little over 9 per cent. The increase was almost entirely in freight receipts. So far as the passenger traffic is concerned, the receipts declined to the extent of 72,168 dols. The earnings per mile were 3,479 dols. as against 3,418 dols., being an improvement of 61 dols. per mile.

It is gratifying to find that the operating expenses of the different railways also exhibit an improvement. The outlay on this account for the past two years was as follows:—

	$
1878	16,100,102
1877	15,290,091
Increase	810,011

This advance is only about 5·30 per cent., whereas the receipts augmented by 9·65 per cent. The operating expenses per mile of railway running, according to the official report, was 2,734 dols. in 1878 as against 2,885 dols. in 1877, or a decrease of 151 dols. per mile. According to this, the railways of the Dominion increased their earnings 61 dols. per mile during 1878, and did the work for 151 dols. per mile less.

The importance of this fact may not at first sight be fully realised, but it will be more clearly comprehended

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CANADA.

by placing side by side the receipts and expenses of the two years:—

	1878.	1877.
Receipts	$20,520,078	$18,742,053
Expenses	16,100,103	15,290,091
Nett profit on working .	4,419,975	3,451,962

The increase of the receipts over the operating expenses in 1878 as compared with the preceding year, is no less than 968,013 dols., or over 28 per cent. This is a very large increase, and testifies to the judicious character of Canadian railway management. The nett earnings would allow 2 per cent. dividend upon the shares and bonded capital of the roads, but nothing on the Government or Municipal investments.

Canals.

The Canals of the Dominion are amongst its most important public works. They have been constructed on the following routes of inland navigation:—

	Length of Canal	Miles of Navigation
1. The River St. Lawrence and Lakes . .	70	2,385
2. The River Ottawa	126	—
3. The Rideau Navigation from Ottawa .	9	246
4. The Trent Navigation to Kingston . .	—	190
5. The River Richelieu to Lake Champlain .	12 1/8	411
*6. Fort Frances Canal, Rainy River, N.W.T.	—	—
7. St. Peter's Canal, Cape Breton, Nova Scotia	1/3	1/2
Total . .	219 5/8	3,232 3/4

* Work suspended.

The Canadian Canal system consists—First, of the Welland Canal from Lake Erie to Lake Ontario. Thence the route is across Lake Ontario to Kingston, where the navigation of the River St. Lawrence begins. As is well known, this river along its upper portion, owing to numerous rapids, is unfit for continuous navigation. Hence, at various points these rapids are avoided by canals, the vessels passing back from them to the river. These are the Galop Canal, the Rapide Plat Canal, the Farran's Point Canal, the Cornwall Canal, the Beauharnois Canal and the Lachine Canal, where the river

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is reached at Montreal and ocean navigation begins. When it is remembered that the Erie Canal between Buffalo and Albany is 350 miles long, and has seventy-two locks, a table showing the superiority of the Canadian route in the matter of plain sailing will be instructive, since with 365¼ miles it reaches ocean navigation :—

Few locks on Canadian canals.

	Canal Navigation Miles	Free Navigation Miles
Welland Canal	27	—
Lake Ontario	—	160
River St. Lawrence	—	66⅝
Galop Canal	7⅝	—
River St. Lawrence	—	4½
Rapide Plat Canal	4	—
River St. Lawrence	—	10½
Farran's Point Canal	¾	—
River St. Lawrence	—	5
Cornwall Canal	11½	—
Lake St. Francis	—	32¾
Beauharnois Canal	11¼	—
Lake St. Louis	—	15¼
Lachine Canal	8½	—
Totals	70⅜	294⅝

From Lake Erie to Montreal the distance is thus shown to be 365¼ miles.

This route has only fifty-four locks. It can accommodate vessels of nearly three times the tonnage of those on the Erie Canal. It can remain open to navigation about the same length of time. It has nine feet of water in the lowest of its locks, against six feet in those of the Erie Canal.

The entire distance between Belle Isle Straits and Thunder Bay, Lake Superior, 2,384 miles, may now be travelled by water.

Besides the St. Lawrence Canals there are—

	Miles		Mile
St. Ann's	⅛	St. Peter's	¾
Carillon	2⅞	Burlington Bay	½
Chute à Blondeau	⅛	Rideau	126¼
Granville	5¾		148½
St. Ours	⅛		
Chambly	12		

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Telegraph and Postal System, etc.

CANADA.

Telegraphs.

THE telegraph system of Canada is in the hands of three companies chartered by Act of Parliament. These own and operate the four main lines, viz., the 'Montreal,' (12,044 miles), the 'Dominion' (7,824 miles), 'Western Union,' and the 'Canadian Pacific,' between Fort William and Edmonton, N.W.T. (1,219 miles, and still in progress). The 'Montreal' was incorporated in 1847, and operates upwards of 20,000 miles of line. The tariff on messages to places distant twelve miles and under is 15 cents for ten words; beyond twelve miles, 25 cents for ten words, and 1 cent for each additional word. There is also a half-rate for messages transmitted in the night and delivered next day. The 'Western Union' is an American Company with headquarters in New York City.

Postal.

The postal system extends to every village in the Dominion. In 1766 there were only three post-offices in Canada, and 180 miles of post road. Now there are upwards of 6,171 post-offices in addition to 307 Post-office savings banks, with a total deposit during the year of nearly 6,435,989 dols. from 51,463 depositors. The rate of domestic postage, reduced in 1868 from 5 cents, is 3 cents for half an ounce prepaid; unpaid, 5 cents. Newspapers and postal cards 1 cent each. The ocean postage for letters is 5 cents per half-ounce prepaid, and for postal cards 2 cents.

Money Orders.

Money orders may be drawn throughout the Dominion, except in Manitoba and British Columbia, for sums from 1 dol. to 100 dols., at a charge of half per cent. The same regulation applies to orders drawn on offices in the United Kingdom at a charge of 2 per cent., or 1 dol. on 10*l*.

A year or two ago the Canadian Government became alive to the great importance of a telegraphic system connecting the islands, lighthouses, and ports of the Gulf of the St. Lawrence together, for the better protection of the fisheries and the salvage of shipwrecked vessels. Not only can the electric telegraph afford an instantaneous signal for lifeboats in the case of stranded ships, but it will flash the whereabouts of cod and her-

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ring schools to fishers on the watch along the haunted coast. Accordingly, the India-rubber, Gutta-Percha, and Telegraph Works Company, of Silvertown, under contract with the Dominion Government, have recently laid cables between the virgin island of Anticosti and the mainland at Griffin's Cove, between Prince Edward's Island and the Magdalen Islands, between Grosse Island and the Bird Rocks, and between Manin Island and a place called Mainland, situate in the State of Maine. The Canadian Government steamer *Newfield*, which is regularly employed on lighthouse service in the Gulf, having been fitted up with the necessary cable-tanks and paying-out gear at Silvertown, will be retained in the cable maintenance service. Canada is also contemplating a great extension of her telegraph system in the west. A Pacific Railroad telegraph across the Rocky Mountains from Red River to Vancouver's Island, and a submarine cable from thence to Asia, are being pushed forward. At present messages between Canada and British Columbia have to pass by the United States lines, but, according to a recent report by Mr. Sandford Fleming, the immediate construction of a link line between Fort Edmonton and Cache Creek will complete the trans-Dominion telegraph. To join the system to Asia, and thence by Siberia to Europe, Mr. Fleming recommends the laying of a cable from Vancouver's Island to Japan, *viâ* the Aleutian and the Kurile Islands. Further still, it is proposed by Mr. Gisborne, superintendent of the Canadian Government telegraphs, that one island of the Kurile group should be purchased from the Japanese Government as a landing-place for cables, and two branch lines laid to Hong-Kong and Australia. This is a bold scheme, but it shows the enterprise of the Canadians, and forecasts the ultimate development of the Dominion.

Judiciary.

The laws and forms of judicial procedure are not uniform throughout the Dominion. The law of Quebec, like its social life, had its origin in France; while the common law of England is the basis of the law of Ontario, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, and Manitoba.

The Supreme Court and Court of Queen's Bench take precedence of all law courts in the Dominion. The

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CANADA.

points of difference in the several judicial systems will be found noted in the respective chapters.

Military and militia.

The law requires that every able-bodied man be enrolled for the defence of the colony. An enrolment takes place in February of each year. The Governor-General for the time being is *ex-officio* commander-in-chief of the army and militia, and of the navy in British North American waters. He alone can exercise the pardoning power. The Canadian Militia is now more immediately under the command of a Lieut.-General of the British army.

By the terms of the Act to provide for the defence of the Dominion the militia consists of all male British subjects between eighteen and sixty. It is divided into an active and reserve force. The active force includes the volunteer, the regular and the marine militia. Volunteers have to serve for three years, and the regular and marine militia for two years. The following table shows the organisation and disposition of the active force on January 1, 1879:—

Cavalry	2,637
Field Artillery	1,438
Garrison Artillery	3,479
Engineers	282
Infantry and Rifles	37,316
Reserve Militia	655,000
Imperial troops forming the garrison of Halifax	2,000
Total	702,152

There are seventeen Field Batteries, viz.:
13 9-pounder muzzle-loading rifles.
1 6-pounder Armstrong breech-loading.
2 9-pounder bronze smooth-bore, and a 24-pounder howitzer.
1 at Melbourne, armed entirely with bronze 24-pounder howitzers.

Under the amended Act of 1871 Canada is divided into twelve military districts as follows:—Ontario, four; Quebec, three; Nova Scotia, one; New Brunswick, one; Manitoba, one; Prince Edward Island, one; British Columbia, one. Two schools of military instruction for artillery are established in each of the provinces of Ontario and Quebec, and one each in New Brunswick and Nova Scotia. There is also a Royal Military College at Kingston. Reporting upon Canada's system and means of defence, Lieutenant-Colonel Strange, commanding Quebec citadel, says: 'Owing to the peculiar

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configuration of the southern boundary—on which side alone it is open to attack—few such vulnerable points exist. The Intercolonial and Grand Trunk systems, supplemented by the Dominion Railroad system, generally enable the troops and militia to act upon what are practically *interior* lines. Montreal, *viâ* Rouse's Point, would be the *point d'appui*, and it is utterly defenceless. Quebec once in the hands of an enemy, Canada would be in peril.'

Increase of Population

The population of Old Canada (Quebec and Ontario), exclusive of Indians, in 1784 was 166,256. In 1806 the population of British North America, which included Newfoundland, had only reached 476,000. Since that time, and especially since confederation, the growth of population has been very rapid. The figures show a relatively greater increase than in the United States. Thus—

	Inhabitants	Increase
1806	476,000	—
1825	581,920	
1831	1,069,000	24,000 per annum
1851	2,482,000	70,000 ,,
1861	3,090,561	
1871	3,833,000	70,000 ,,
1881	4,352,080*	67,000 ,,

* Inclusive of Indians, who number 102,358.

If the present rate of increase is maintained during the next two decades, and it is more likely to advance than otherwise, the population at the close of the present century will reach, in round numbers, ten millions. According to the census of 1871, more than four-fifths of the population are native-born.

Immigration.

This rapid growth in population is largely owing to the uninterrupted influx of British immigration. Between 1850 and 1878, a period of twenty-eight years, 684,542 strangers settled in Canada, an average of rather less than 25,000 per annum.

Year	Settled in Canada	Year	Settled in Canada
1851	25,515	1858	12,340
1852	20,943	1859	6,300
1853	32,295	1860	7,827
1854	38,800	1861	12,486
1855	23,000	1862	28,798
1856	24,816	1863	26,118
1857	33,663	1864	21,738

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CANADA.

Year	Settled in Canada	Year	Settled in Canada
1865	19,413	1874	39,373
1866	10,081	1875	27,382
1867	14,666	1876	25,633
1868	12,765	1877	27,076
1869	18,630	1878	29,807
1870	24,706	1879	47,999
1871	27,773	1880	75,692
1872	36,578	1881	101,612
1873	50,050	1882	112,450

Pending the publication of the results of the census of 1881, we are unable to obtain such vital statistics as would enable us to estimate the precise rate of natural increase in the population of Canada. It is slightly lower than the English rate, and not more than half that of Australia and New Zealand. It will be found, on close investigation, to be not far from 1·10 per cent., or 12 per 1,000. The settlement of the back country, rapid as that has been, has not thus far kept pace with the flow of population to the cities and towns.

Cities.

The following list embraces the chief cities of Canada with their population in 1881 :—

Montreal	140,682
Quebec	62,447
Toronto	86,445
Halifax, Nova Scotia	36,102
St. John, New Brunswick	35,128
Hamilton	35,965
Ottawa (Capital)	27,417
London	19,763
Kingston	14,093
Winnipeg	14,728

Many of these cities show an increase in population during the past ten years of from 35 to 45 per cent.

Indians.

The Indian tribes of Canada are still numerous. In Nova Scotia there are a few representatives of them in every county, and in the North-West Territories they are constantly met with. The 'Indians and Indian Lands Office' forms the third of the seven branches through which the operations of the Department of the Interior are conducted. It is a sub-department, and is administered by a Deputy Minister, officially designated 'Deputy Superintendent-General of Indian Affairs.' It is gratifying to know, on the best living authority, that the condition of the aboriginal

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inhabitants of the Dominion is, on the whole, not only satisfactory, but gradually and surely improving.

'The condition of the Indians settled on Reserves within the older provinces is encouraging.

'More inclination for and greater progress in agriculture is observable among them.

'Intemperance has become of more rare occurrence; and the physical health of the several bands during the year 1879 has been for the most part good.

'In the newer provinces and more remote territories of the Dominion, Indians have not yet learned the value of agriculture. As, however, the game and fish on which they now rely for subsistence (notably the buffalo in the North-West and the salmon in British Columbia) become scarce, they must turn their attention to tilling the soil or raising stock to enable them to live.'—*Report*, 1878–79.

Treaties with the Indians.

The 'Treaty' Indians now within the Dominion number 114,375, distributed as follows:—

Ontario	17,126
Quebec	11,089
Nova Scotia	2,228
New Brunswick	1,486
Prince Edward Island	312
Manitoba and North-West Territories	40,914*
Athabaska District	2,398
British Columbia	35,052
Rupert's Land	3,770
Total	114,375

The official returns for 1877 placed the number at 99,690.

The Ontario Indians belong principally to the tribes of the Six Nations, and Mississaguas, on Grand River, and to the Chippewas of Lakes Huron and Superior,

* The treaties of Canada with the Indian tribes occupying Manitoba and the North-West territories are ten in number, viz. (1) Selkirk Treaty; (2) Robinson Treaty; (3) Manitoba Island Treaty; (4) Stone Fort Treaty; (5) Manitoba Fort Treaty; (6) North-West Angle Treaty; (7) Q'Appelle Treaty; (8) Winnipeg Treaty; (9) Carlton and Pitt Treaty; (10) Blackfoot Treaty. The full text of these treaties and Supplementary Adhesions thereto are given by Hon. Alexander Morris, late Lieut.-Governor of Manitoba, &c., in his recent work published by Belford, Clarke & Co., Toronto.

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CANADA.

and Great Manitoulin Island. Those in Quebec are all that remain of the once famed Iroquois tribe and the Naskkapees of the Lower St. Lawrence. The Crees and Blackfeet in the North-West Territories and Manitoba, locally distinguished as 'Prairie' and 'Thickwood' Indians, number nearly 18,000, while those of British Columbia at the Victoria and Fraser River Superintendencies—estimated at upwards of one-third of the whole Canadian aboriginal race—comprise among them representatives and sole survivors of a great variety of tribes, by far the most numerous being the Tsimpsheean, Quacheweth, Hydah Bella Coola, and Ilet Luck Indians. The business of this branch of the Department is administered by 116 officers and *employés*, known as commissioners, superintendents, agents, interpreters, clerks, and farming instructors; and the total expenditure for 1879 amounted to 304,667 dols.

Picturesque Canada

The tourist who is not a sportsman in the strictest sense of that much-abused word, but who goes to Canada in the spirit of good Dr. Syntax, in search of the picturesque, and for the benefit of that best of all good company, his health, will have no cause to regret his choice of camping or tramping ground. Thirty-one years ago, Canada was what might truly be called 'a rough country.' The means of reaching it were in excellent keeping with, and formed a suitable introduction to, the country itself. The 'floating palace,' as the modern ocean-steamship has been justly styled, had not then come into fashion—had not, indeed, been built. Three and four, and not unfrequently five and even six, weeks were passed in crossing the Atlantic and the Newfoundland banks preparatory to beating up the long Gulf of St. Lawrence against wind and wave. There was no 'getting off' or leaving ship at Rimouski or at Father Point in those primitive and pre-steam-propelling days. No short cuts, as now, *viâ* Rivière-du-Loup, Richmond, by Grand Trunk, and Intercolonial Railways. It was sea and river, river and lake, lake and canal navigation long drawn out; and when at last Quebec and Montreal, and finally Toronto, were reached, the adventurous, and possibly ambitious traveller, found himself at the remoter end of an attenuated, straggling, thinly tenanted frontier, face to face with the virgin prairie and the backwoods. A diversion to

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Chaudière or Montmorenci, to Niagara Falls, New York, or the White Mountains in Vermont, a week at Cacouna and the Saguenay, a sail through the Thousand Isles of the St. Lawrence, or a ride round Mount Royal, rather varied than dispelled the monotony of the long journey to the 'Far West,' as all beyond Toronto was then called. Now, happily for the modern tourist, all this is changed. Magnificent ocean-ferries ply semi-weekly between the British ports and the principal seaboard cities of the Dominion; the Intercolonial, Grand Trunk, and Canadian Pacific afford continuous lines of easy and even luxurious travel for upwards of 3,000 miles from Halifax, Quebec, and the whole Atlantic seaboard to Winnipeg and the growing settlements of the Saskatchewan and Assiniboine valleys. Steamer, railway, and stage-coach companies vie with each other in providing the readiest, cheapest, and most expeditious means of locomotion. Hotels are numerous and excellent, and the facilities for observation and recreation are abundant. The eight or ten weeks' journey in a timber barque or coal-ballasted brig and merchandise-freighted propeller through the St. Lawrence and Great Lakes to Sarnia or Detroit has become a pleasure tour of at most a fortnight; and the six or twelve months' trip of '49 or '50 is now a pleasant holiday excursion, a profitable way of passing the London 'silly season' or the 'Long Vacation.'

Pleasur resorts.

The principal and most popular resorts for Canadian tourists and pleasure-seekers are in the seaboard or maritime provinces, and mainly on the St. Lawrence river and its tributaries. They are all readily reached by steamboat, or by railway over the Grand Trunk and Intercolonial lines from the chief centres, Halifax (N.S.), St. John's (N.B.), Portland (Me.), Charlottetown (P.E.I.), Quebec, and Montreal. From Portland the famed White Mountains of New Hampshire are distant only ninety miles, and are readily reached in three to four hours by the Grand Trunk railway *viâ* Gorham Station. *Mount Washington*, 'the monarch' of the White Mountain range, is best approached by turnpike and the mountain railway, three miles in length, from the Glen House.

The city of Quebec, the ancient colonial capital, and still the provincial capital, occupies the centre of

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CANADA.

Quebec.

picturesque Canada. Though shorn by recent changes of all its political and much of its commercial importance, it is still historically one of the most interesting and remarkable cities on the continent of North America. It is the first landing-place of a large majority of Canada-bound travellers not reluctant to 'step ashore' and once more tread *terra firma* after experiencing the 'ups and downs' of 'life on the ocean wave.' This fact alone will serve to render a short stay desirable. Added to this, the city contains two very excellent hotels—the *St. Louis* and *Russell*—both for many years under the able management of Mr. Willis Russell, and a still finer than either is about to be erected on the site of the Château St. Louis on the Dufferin Terrace, near its eastern extremity, where it will command one of the most extensive and picturesque inland views to be found on the American Continent. The drives in the neighbourhood are varied and charming, each in its own peculiar way. They will be found briefly described in the chapter on Quebec.

A sleigh and 'toboggin' party to Montmorenci Falls in winter constitutes the 'sensation' of that delightful season, and should not be omitted from the visitor's programme.

Tourist centres.

For the western sections of Quebec Province, Montreal is the natural centre, as Toronto is for the adjoining province of Ontario. On the Pacific coast all points of special interest to the sportsman or sight-seeking tourist can be most advantageously reached from Victoria, V.I., and New Westminster, B.C. These routes will be found briefly described in the chapter on British Columbia. An excellent compendium of inland tours, readily accessible from the main centres of Atlantic and St. Lawrence river travel, accompanies the handbook issued by the Allan Steamship Company, and can be had free on application to them or their agents.

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THE MODERN ACADIA.

Nova Scotia and Cape Breton.

NOVA SCOTIA.

THE peninsula of Nova Scotia, so named in the grant made by King James I. to Sir William Alexander, in 1621, forms the most easterly or seaboard province of the Dominion of Canada. It is, therefore, nearer to England than any other inhabited portion of the American Continent. Nova Scotia and New Brunswick—to which the former is joined by the narrow Isthmus of Chignecto, sixteen miles long—and Prince Edward Island, which is separated from both provinces by Northumberland Strait, form what are now known as the maritime provinces of Canada. Up to, and for some years subsequent to, 1621, they formed part of the French possessions in North America, and were called Acadie.

Although its settlement as a colony of the British Crown commenced at a comparatively recent period, its history dates from the earliest authenticated explorations on the North American Continent. To Jacques Cartier, the St. Malo pilot, fresh from his discoveries in the Straits of Belle Isle and the Gulf of St. Lawrence, these rugged shores first revealed themselves in 1534. Some portion of the coast now belonging to Nova Scotia may have been seen by the Northmen who are said to have sailed these seas A.D. 1100–1200, and by them named *Markland*, or the 'Forest Country.' But this is, at best, supposititious. Adventuring in a south-westerly course in his little sixty-ton craft—which only two months previously had been ice-locked off Cape Bonavista, Newfoundland—Cartier first sighted the welcome shores of Acadia. It is believed by some that Verazzani, the Venetian, ranged this coast from the Florida Capes to Newfoundland about the same time, but we have no authentic record that he ever visited any portion of the present territory of Nova Scotia. The land first sighted

Verazzani's visit.

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NOVA SCOTIA.

by Cartier is supposed to have been Cape Escuminac, at the southern entrance of Miramichi Bay, New Brunswick. The land-fall took place June 30. The next day, his chroniclers tell us, he 'landed and found the country to be fertile and well wooded.' 'Nevertheless, we went that day ashore in four places to see the goodly and sweet-smelling trees that were there. We found them to be cedars, ewe trees, pines, white elms, ashes, willows, with many other sorts of trees to us unknown, but without fruit. The grounds, where no wood is, are very fair, and all full of peason, white and red gooseberries, strawberries, blackberries, and wild corn, even like unto rye, which seemeth to have been sown and ploughed.'

Such is the account given, in briefest form, of this part of Canada by its first recorded discoverer.

The fisheries of Newfoundland and Acadia, however, proved, even at that early day, more tempting as an incentive to further adventure and discovery than their inland productions, however attractive these may have been. Large numbers of hardy seamen flocked to the fishing-grounds, ready to cast their nets or to trade with the Indians, as occasion for gain offered.

In this way the whole coast of the great Gulf of St. Lawrence, from its north shore to Gaspé and Chaleur, became well known long before Canada or Acadia contained a single white settler. The 'toilers of the sea' then were the pioneers as they yet are the industrial mainstay of the maritime provinces. Thus, slowly but steadily, the dim outline of the New World displayed its form to the people of Europe, and the spirit of adventure—no longer confined to the great and the wealthy—grew and strengthened in the hearts and consciences of the people.

The French Period.

A.D. 1604 to 1710.

De Monts appointed Lieut.-General of Acadia. A.D. 1603.

AMONG the numerous early French explorers in the New World, the name of De Monts is seldom mentioned. Yet, if the records of these early days are to be credited, to him the honour of founding the first permanent settlement within the limits of the present Canadian Dominion is unmistakably due. But little is known of him

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beyond the fact that he was a gentleman of King Henry IV.'s bedchamber, whom Chauvin and Pontgravé had accompanied. From the liberal-minded Henry he obtained (November 8, 1603) a patent, constituting him Lieutenant-General of the Territory of Acadia between the 40th and 46th degrees of latitude, with power to take and divide the land, to create offices of war, justice, and policy; to prescribe laws and ordinances, to make war and peace, to build forts and towns, and establish garrisons; in short, 'to do generally whatsoever may make for the conquest, peopling, inhabiting, and preservation of the said land of Acadie.'* Such in brief were the terms of his patent from King Henry. Between 1603 and 1606 De Monts and Champlain established a colony on St. Croix Island, which was subsequently (1605) moved to Port Royal on the north bank of the river of that name, now the R. Annapolis, and six miles from the present town of Annapolis. Four years later the colony was strengthened by the arrival of Poutrincourt and his son Biencourt, who, with De la Tour continued faithful to its failing fortunes until its destruction by Captain Samuel Argal, a Virginian freebooter in 1614. Beyond this mere handful of French colonists and the native Indians, there were no inhabitants in Acadie. Yet we are told the winter of 1605–6 passed pleasantly. 'Fifteen of the leading men formed a club which they named the *Order of the Good Time*. Day-about each member held the office of Grand Master, whose duty it was to provide for the table, and to furnish amusement during his day of office. Each, as his turn came to play host, strove to outdo his predecessor. After dinner the members of the club smoked their lobster-claw pipes and listened to the old chief's (Memberton) Indian tales.'

A.D. 1603–1606.

Sir William Alexander, afterwards Earl Stirling, obtained a grant from King James of territory, afterwards confirmed by his son Charles I., which embraced the whole of the Provinces of Nova Scotia and New

A.D. 1621–1622.

* This word, by which the whole territory now embraced within the provinces of Nova Scotia, New Brunswick, and Prince Edward Island continued to be called while under French rule, is said to be derived from the Micmac *Cadie*, 'abounding in.' The Latin form is Acadia.

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