

HISTORY OF CANADA.

Although it cannot be doubted that the union of the provinces, together with the introduction of responsible government, by enlarging the political and social life of Canada, gave a stimulus to all the activities of the country, grave political difficulties were nevertheless not long in developing. The differences between the eastern and western sections of the province were very marked, and any political party which rested mainly on the votes of either province was sure to incur keen opposition in the other. The Draper-Viger Government, formed by Sir Charles Metcalfe, rested mainly on Upper Canada votes; the Baldwin-Lafontaine Government, which followed, rested mainly on Lower Canada votes. The Act of Union had given equal representation in the Assembly—forty-two members—to each section of the province. Lower Canada at the time had the larger population; but many years had not elapsed before, mainly through immigration, the balance was in favour of Upper Canada. An agitation then sprang up in the west for representation by population, but the demand was stoutly resisted by Lower Canada. The Hincks Government was defeated in 1854 by a combination of Conservatives and Reformers, and was succeeded in September of that year by a coalition under the premiership of Sir Allan MacNab. Under the new Government two very important measures were carried: the secularisation of the clergy reserves, which for over twenty years had been a subject of serious contention in the country, and the abolition of what was known in Lower Canada as the seigniorial tenure. Both were progressive measures, and the first was as strongly approved in Upper Canada as the second in Lower Canada.

In 1855 the seat of government, which had been removed from Toronto to Quebec in the fall of 1851, was again transferred to the former city, where it remained till the summer of 1859. It was during this period that the question of a permanent seat of government was decided in favour of Ottawa by Her Majesty Queen Victoria, to whom it had been left by a vote of the Canadian Parliament. Considerable progress was meanwhile being made in the material development of the country. Even before the union some important steps had been taken towards the development of a canal system. The Lachine canal was opened for traffic in 1825; the Welland canal in 1829; the Rideau canal, constructed entirely at the expense of the Home Government, in 1832; and the Burlington canal, which made Hamilton a lake port, in the same year. An appropriation was made by the Upper Canada Legislature in 1832 for the Cornwall canal, but various causes, including the rebellion, interfered with the progress of the work, and it was not till the end of the year 1842 that it was completed. Further developments and improvements of the canal system followed, and the progress in this respect has been continuous to the present day. The total expenditure on canals in Canada down to the date of Confederation has been estimated at over \$20,500,000.

The first steam railway in Canada was one between Laprairie, at the foot of the Lachine rapids on the south shore of the St. Lawrence, and St. Johns, on the Richelieu river, supplying a link in the railway and water communication between Montreal and New York. The date of its opening was 1837. Two years later a railway was opened between Queenstown and Chippawa, giving communication around the rapids