

same amount of shipping, in proportion to population, that the little Province of Nova Scotia owns at the present time. Living in a country abounding in splendid harbours, accessible at all seasons, and at the very threshold of the finest fisheries of the world, the hardy and industrious people of Nova Scotia have necessarily directed themselves to the prosecution of maritime pursuits. She now owns nearly one-half of all the shipping possessed by the Dominion as a whole—in other words, she can give more than a ton to every man, woman and child within her borders. To show my readers what is being done in that section of the Dominion, let me refer you to Yarmouth, on the western coast. The inhabitants of this County are as industrious and energetic a class of people as can be found in any part of the United States. Many of them are descendants of the old settlers of New England, and exhibit all the thrift, industry, and enterprise of the men who have made Massachusetts what she is, commercially and politically. While well known ports in the United States, formerly famous for the number of their ships, have now scarcely one registered as their own, Yarmouth has gone steadily ahead, until from one vessel of 25 tons owned in 1761, and a tonnage of 10,710 in 1850, her shipping has increased in 1870 to the enormous proportions of 258 vessels, with an aggregate tonnage of 82,147, valued at \$3,500,000. The writer, as a Nova Scotian, feels proud at laying such facts before his readers, illustrating as they do, the enterprise and industry of Nova Scotia in a single branch of trade.

The provinces have always built a large number of vessels for sale, in different parts of the world. Of course the number fluctuates, but taking the year 1863, when that business was especially lively, there were 628 vessels built in British America, of which the aggregate tonnage was no less than 230,312 tons, or only 3,000 tons less than were built in the United States during the year preceding the civil war. Now in the year of which I have spoken, ships representing an aggregate value of \$9,000,000, were sold by the people of these provinces. If we add that amount to the value of the report of our Fisheries during that year, we have about \$17,000,000 as one year's foreign exports of our ship-building and fishing interests.

Nor is the fine commercial fleet of British America, composed of merely sailing vessels, for leaving out of the question the lake or coasting steamers, it includes a line of superior ocean steamers. The Montreal Ocean Steamship Company comprises, not only 16 fine steamers, but 20 sailing ships of an aggregate of 20,000 tons. This Company is only exceeded by the Cunard and the West India Royal Mail Company—the Inman line being about equal. At the commencement, this Company was exceedingly unfortunate and lost a number of fine vessels, but of late it has been more successful, and the average length of the passage of its steamers compares favourably with that of any other line in existence. The Americans, I may here add, do not own a single line of steamers which trade with England.

THE FUTURE OF OUR COMMERCIAL MARINE.

When we look into the future who can limit the growth of the com-