

As the water power of the Province is very great, it is evident that as the population increases along the banks of the rivers, and the resources become developed, manufactories will spring up; and the demand for many articles now imported will be answered at home.

As an example of the rapidity with which the Province advances, it may be mentioned here that when Railway works were commenced a few years ago, there was not an establishment capable of producing other than the simplest works in connection with such an undertaking. Now, however, locomotives are built in Saint John, equal in every respect to those imported; and cars in nowise inferior to any manufactured abroad have also been made.

There are in the Province, potteries, oil factories, paper mills, cotton mills, factories for the manufacture of chairs, buckets, and other wooden ware, nail factories, planing mills, soap and candle factories, plaster mills, brick yards, and other works of different kinds in addition to those named as taken from the census. Large quantities of maple sugar are also manufactured annually—the amount being about 500,000 lbs.

Ships are, however, the great article of manufacture. In 1848 there were built 86 ships of 22,793 tons; in 1853, 122 ships of 71,428 tons were built; in 1854, 135 ships of 99,426 tons; in 1857, 148 ships of 71,989 tons; and in 1858, 76 ships of 26,263 tons, in 1859, as near as can be ascertained, the tonnage of ships built was 40,000. The average value of these ships is £7 stg. per ton.

Within the last year or two, there has been a decline in the number and tonnage of ships built in New Brunswick when compared with those of a few years preceding; but this is owing to depression of the shipping interests throughout the world, and not to any falling off in the capacity of the Province to manufacture ships. Whenever this business again revives New Brunswick will be able to produce as many ships as a market can be found for in Europe.

As far as the character of New Brunswick ships is concerned *that* is a matter of history at the present time; they are equal in beauty, in durability, and in speed, to any wooden ships now manufactured; they obtained the highest classification at Lloyds; and even at the most depressed commercial seasons, they have obtained the best prices in the English market.

The amount of capital employed in shipbuilding is very large; and in busy seasons, when numbers of ships are being built, mechanics engaged in this branch of industry, receive a high rate of wages; and the general business of the Province is sensibly affected thereby.

Saint John is the principal shipbuilding place; but vessels are constructed on the main river and some of its tributaries, and at various places along the Bay of Fundy and the Gulf of St. Lawrence.

In comparison to her size and population, New Brunswick is the largest shipbuilding country in the world. In 1849 she built one ton