

was difficult to tell. Looking at the extraordinary advances that had been made since 1851, in another five or six years, with improved Atlantic and internal communication—with the probable link of the submarine telegraph across the ocean—and with free grants of land, and the extended territory opened up in the Red River district, and the Ottawa valley, and the Saguenay, we should, probably, find another million added to the population. According to the report of the Commission on Crown Lands, for 1856, the total number of acres of surveyed land unsold remaining in Canada, was 6,732,220, and of unsurveyed, 168,845,455, which, added to private lands undisposed of, make a total in that part of Canada drained by the St. Lawrence and its tributaries, conjectured at 212,019,200 acres. Of this quantity, there were, in Western Canada, 830,398 surveyed, and 57,770,416 unsurveyed, and in Eastern Canada, 4,797,550 surveyed, and 112,075,039 unsurveyed. The direct trade with Canada had a large effect on shipping interests. Professor Wilson had alluded to the shipbuilding of Quebec, but there was a large amount of tonnage locally owned and employed in the Province. In 1856, 2,972 ships, registering 230,000 tons, and 1,143 steamers, registering 119,500 tons, passed up the St. Lawrence Canals. There were in the Canadian Lakes about 230 vessels, averaging 176 tons, exclusive of small craft, and these ships were valued at half a million sterling. The timber trade with Quebec, as was well known, employed a large amount of tonnage, about 140 vessels, but the general entries of shipping from the British American Colonies last year, amounted to 2,452 ships, aggregating 1,141,476 tons. Of these, the largest number came from the St. Lawrence. When we perceived what strides the various towns and districts of Canada had made, that its colonial revenues were healthy, and its public works on a gigantic scale as compared with other British possessions—when we saw that the import trade of Montreal had doubled itself in the last ten years, and that the provincial authorities were using their utmost exertions to advance the interests of the colony at home and abroad, there could be little doubt that, all things considered, it offered a desirable home for thousands of the handy and industrious population of the United Kingdom, especially the agriculturists and artizans.

Sir CUSACK RONEY said he, in common with all present, had listened with great interest and pleasure to the paper that had been read, which contained a mass of information of the most valuable and truthful character, brought down to the latest period. With regard to the fisheries alluded to, he would state that, in the upper lakes, namely, Lakes Superior, Michigan, Huron, and Erie, very extensive fisheries were carried on. In 1856, there were from 80,000 to 100,000 barrels of fish caught, principally by Americans, and not by Canadians, which fish was salted and cured in the district, and formed a very considerable item of trade there. A very large quantity of the fish of the upper lakes was also used in a fresh state, and Detroit especially, one of the largest towns on the lakes, situated at the foot of the Lake St. Clair, consumed large quantities of it. The fisheries of the lower St. Lawrence, too, thanks to an Act passed in 1856, by the Canadian Legislature, would receive an amount of protection which they had not hitherto had. There had been for many years a vast destruction of the young fish, and great carelessness with regard to them; but now that the Act was passed for the proper protection of the fisheries, there would be an abundant supply of salmon, and by the employment of steam tugs on the St. Lawrence the fish was brought up to Quebec, and from thence it was conveyed by railway to Boston and New York, and other large cities of the United States on the eastern seaboard. The fish fetched very high prices. The Canadian Government, he was happy to say, had of late paid a good deal of attention to the fisheries of the Gulf of St. Lawrence, and had established a system of lighthouses along the coast, and also fishing stations; and he hoped that in the course of a year or two that trade would be largely developed. Professor Wilson had stated that the imports into Canada in 1856 amounted to £10,000,000, whilst the exports in the same year were only of the value of about £8,000,000. Perhaps that might appear a circumstance rather unfavourable to Canada, but the fact was, that the imports of late had been very great in consequence of the construction of railways and other public works going on there. The iron, the locomotives, and almost every description of railway plant, had been imported, and as nearly nine-tenths of the revenues of the Canadian Government consisted of customs duties, those articles, like most others, had had to pay a heavy duty. The consumption of imported articles by the actual consuming population of Canada was below £10,000,000 in the year; but, nevertheless, it was very large, amounting to £3 to £4 per head per annum, showing that almost every person in the colony was in a position to use in abundance those articles which contributed to the revenue of the country. The exports to the United States had increased in a very large