

not been seen for centuries, and where a weed is not permitted to grow. The fair way to judge is to contrast Halifax with cities of its age and population in other parts of the world, and to compare our agricultural districts with others where climatic conditions are equal, and where by a comparison of the dates of settlement, the progress of industrial development may be fairly reviewed.

I know that it is the fashion, in some quarters, to speak of Nova Scotia as behind the age, as wanting in skill and enterprise. But I make the assertion boldly and what we have seen around us for the past few days partially bears out the statement, that you cannot cut from any portion of the earth's surface, 400,000 people who, in little over a century, have by industry, enterprise and well directed powers of accumulation and development, done more for themselves and for their country than has been done by the people of Nova Scotia; and yet all this has been wrought out in the face of special difficulties and obstructions of a very peculiar character.

The Eastern States, with which these Provinces are most unfairly compared by those who forget that their permanent occupation by the British races dates a century earlier, had free trade with all the world from the close of the Revolutionary war, while ours was cramped by all sorts of absurd restrictions down to the advent of Huskisson, and was not left to our own regulation till twenty years later. Again the trade of the Eastern States was stimulated by a national Government that wisely opened the great West. Our great West has been kept as a hunting ground ever since Halifax was founded, and our twenty years' struggle for some means of connection with it, has as yet resulted in no perceptible stimulant to our industry.

Then again our mineral treasures were locked up by a close monopoly till 1856, and down to this hour our hardy fishermen are compelled to wrestle for the treasures of the deep in active rivalry with the French and American fishermen, stimulated by national bounties which our people have never enjoyed, and which have made the competition most severe. All these things should be taken into account when comparisons, which are unjust and offensive, are instituted.

There are other things which should not be forgotten. We are sometimes sneered at when Americans and Canadians come into our country and invest money in our mines, or in other branches of industry. I must confess that I do not feel the reproach. I have just returned from the formal opening of the Drmmmond colliery, which was to me a day of unmixed enjoyment. I saw a property, said to be worth millions, in the tranquil possession of compartive

strangers. But what then? They were gentlemen of capital and enterprise, thoroughly up to their work. They had expended £100,000, three-fourths of which had been spent on the employment of labor, and in the long and prosperous future which I trust is before them, they cannot raise a ton of coal that will not employ labor, and stimulate consumption both upon land and sea.

Our people may contemplate scenes like this without mortification or self-reproach, because they know that for every pound of capital that Nova Scotia possesses three opportunities for investment, less hazardous than mining, are presented every day. Our people then wisely choose the safer investments, and leave others which are unwieldy and hazardous, to those who have more capital to spare. But our neighbours in the United States did this in all the earlier stages of their development, and now, whenever any enterprise is beyond the available resources of their Capitalists or artizans, they invariably seek in Europe for the skill and money they require. Canada does the same, and she draws, as we do, upon the great Republic, but to a much larger extent, for men and means to found her factories, sink her oil wells, manufacture her lumber and work her mines. And besides it must not be forgotten in any friendly and fair comparison—and on this occasion I desire to institute no other,—that Canada has had the advantage of a million and-a-half of pounds sterling lent to her at a low rate of interest in 1841, and she has also had the benefit of ten or fifteen millions more, poured into her lap by the capitalists of England, who built her railroads. Nova Scotia has built her own, and paid for them, and she has never asked or obtained by way of loan a pound from the British Government.

Thus struggling through many difficulties, and without any special aid, our people have had to develop their industry. How have they done it? They have opened free roads all over the country—bridged the streams and put no toll bars on them—explored the wilderness and subdued it—built churches, and endowed religion with that priceless endowment, perfect freedom. They have, besides, lighted their coasts, educated their children, and cultivated their arts of soil life with that degree of success which justifies a Nova Scotian in speaking of his country with modest pride.

Beneath this roof, and in various Departments around this building, there are many evidences and illustrations of successful industry. But how much is there that is not here, and that by no effort of the imagination can we ever hope in one view to combine?

What would we not give at this moment, for one glance at the majestic

fleet, which would crown Bedford Basin anchored side by side, but which is dispersed all over the world, bearing our country's flag into every harbor and river's mouth where commerce has made a lodgment? What would we not give for a sight of that Naval Brigade of noble men who man them, who reef their sails amidst the tempest, and dream of their homes when the wind is fair? God bless and preserve the manly fellows, wherever they are at this hour, and may He bring them safe to land. In this city of general rejoicing let not their bronzed faces and manly forms be forgotten, and let not those who would disparage the enterprise of our country fail to remember that the babe that was born yesterday is represented by a ton of shipping that was built before it was born.

When told that Nova Scotia is behind other States in manufactures, we can point to our shipyards, every one of which is a manufactory, furnishing healthy employment in the open air. This great fleet is the combined result, and its renewal and extension, as freights increase in bulk and value, or ships wear out or are lost at sea, will furnish profitable employment for our people for a century to come.

In this connection I may observe that, only a fortnight ago, I saw, within a distance of six miles, in the eastern part of the county I represent three fine barques and a brig, finished this summer and launched within a week. A few years ago I saw a proud Yarmouth mother point to the photographs of seven sturdy men, (her seven sailor boys she called them,) every one of whom commanded a fine ship, and had made at least one voyage round Cape Horn. In this connection also I may remark, as creditable to the habits of our seafaring people, that, in a ride of twenty-five miles round the township of Barrington last summer, where nearly the whole population live by or on the sea, I was assured that the people drank very little spirits, and that there was not a tavern to be seen.

At the head of this great branch of industry stand men like Thomas Killam, Bennett Smith, Ezra Churchill, George McKenzie, James Carmichael, Nicholas Mosher, Fred Curry, and a score of others, whose names it would be tedious to mention even if I could remember them which I cannot. Talk of enterprise if you will, but before Nova Scotia is condemned for the want of it, I ask her defamers to point out in any maritime country in the world, a class of men who, beginning with small means, have more rapidly risen to opulence, and who have done more to develop the resources of the country that gave them birth.

We have all inspected with natural pride the produce of our orchards, which has been spread before our wondering