

the seas. They take as much pride as the men of Devon themselves in the record of Grenville, Gilbert, Frobisher, Raleigh, Drake, and all those gallant men whose names are so intimately associated with the maritime triumphs of the parent state, and with the history of discovery on the continent of America. If there is an era in English history specially interesting to Canadians, it is that Elizabethan age when England laid deep and firm the foundation of her maritime superiority, and her adventurous sons, above all "the sons of Devon," went forth to plant her flag in *Prima Vista*, in the ice-bound regions of the North, or on the islands and coasts of the Tropics.

But whilst the energy and enterprise of the British races have to so large an extent made Canada what she is now, we must not forget that it was to England's great rival across the Channel that we owe the first settlements on our shores. The Basques, the Bretons, and the Normans, themselves a maritime people by virtue of descent and occupation, were the first to till "the deep sea-pasture" of American waters. From Dieppe, St. Malo, Rochelle, and other ports of France, came those maritime adventurers who, in frail craft hardly larger than the smallest fishing schooners on our sea-coast, dared all the dangers of unknown seas, and planted the first colonies on the banks of the St. Lawrence or on the shores of Acadie. With wonderful discrimination they selected those harbours and bays which are best adapted for trade, and modern enterprise has not denied in a single instance the wisdom of their choice. Quebec, Montreal, and New Orleans, still remain to attest the prescience and sagacity of the French pioneers. Louisbourg, it is true, is only the abode of a few fishermen, but its natural position for trade is unrivalled, and sooner or later we must see a town rise above the green mounds which now alone remain to tell of its greatness in the days of the French régime.

The early history of Canada is a record of tumult and war, and if we would follow her commercial and maritime progress we need not go back many years. Traffic in fish and furs was prosecuted to a limited extent during those times when the French and English were establishing themselves on the continent, and struggling for the supremacy. Next followed the War of Independence, and many years later the War of 1812-14, to the great injury of Canadian industry, then in its very infancy. But since those warlike times in the early part of the century, there has been an era of peace, only disturbed by the political dissension and strife of 1836-7, and Canada has been able to go steadily forward in the path of commercial and industrial progress. Year by year, since 1815, the pioneer has advanced up the St. Lawrence, and made his settlement in the Western Province. Craft of various sizes soon commenced to whiten the waters of the lakes, and eventually the population and commerce of the west so increased that canals had to be built to give speedy and secure access to the ports of Montreal and Quebec. Railways followed canals, and steamers the clumsy schooners and flat-boats of old times, while cities and towns grew with unexampled rapidity throughout the Province, where not a single settlement of any importance existed in the days of French rule on the St. Lawrence. The population of Ontario, or Upper Canada, in a very few years from the date of the Union considerably exceeded that of the French Canadian Province, which had been given so long a start in the race of civilization. The provinces by the sea, then politically isolated from the country on the St. Lawrence and lakes, also made, during this era of peace, steady advances, especially in maritime enterprise. But in tracing the commercial progress of Canada we cannot fail to remark that it really dates from the extension of her political privileges, and the removal of those restrictions which England imposed on Colonial trade and navigation