

conditions, will perceive that it naturally divides itself into four great centres of political power and radiating intelligence. The Maritime Provinces, surrounded by the sea, three of them insular, with unchangeable boundaries, with open harbours, rich fisheries, surrounded by a homogeneous population, and within a week's sail of the British Islands, form the first division; and the Ashburton Treaty, which nearly severed them from Canada, defines its outline and proportions. These Provinces have developed commercial enterprise and maritime capabilities with marvellous rapidity. These of them can be held while Great Britain holds the sea, Newfoundland and Prince Edward Island are surrounded by it, and the narrow isthmus of fourteen miles which connects Nova Scotia with the mainland can be easily fortified, and can be held by a small force. But what can be held by a small force, is not held by a small force, and the narrow isthmus of fourteen miles which connects Nova Scotia with the mainland can be easily fortified, and can be held by a small force. But what can be held by a small force, is not held by a small force, and the narrow isthmus of fourteen miles which connects Nova Scotia with the mainland can be easily fortified, and can be held by a small force.

Minnesota and Montana, secure of a large participation in their growing trade, will rejoice in their prosperity, and gladly establish with them the same sound commercial intercourse which now makes Massachusetts and Nova Scotia, Maine and New Brunswick almost one; though nowhere, perhaps, are love of country and loyalty to the institutions the population prefer more distinctly marked. The Provinces on the Pacific side of the Rocky Mountains form the fourth great natural division of British America. They are full of resources, and with a healthy climate, coal in abundance, gold mines, rich fisheries, fine timber, and a fertile soil, they must progress with any kind of good management. They will remain British as long as England can keep the sea. They have no natural connection with Canada, or the Rocky Mountains west of them; but the "vain ambition" of certain people about Ottawa easily oversteps a couple of thousand miles of wilderness or a range of mountains, and would disregard the natural outline of Creation with an audacity which in Europe would be denounced as a wilful temptation of Providence. Fortunately their power is not equal to their ambition; and the Pacific Provinces, like all the others, will be left to govern themselves within the orbit assigned to them by British interests and Imperial regulations, until the period arrives for a general break up, when the British Provinces and the American States on the Pacific will perhaps form a new and friendly relation, it is to be hoped, with the nations from which they sprang.

Turning again to the Maritime Provinces on the Atlantic coast, we discover the nearest and most available allies that these islands have, whenever (and may the time be very remote) they are forced into a general naval war. France knows the value of the North Atlantic trade, and she has long been cultivating it with a persistent and energetic national policy. Even after her hold upon the continent was severed by the fall of Louisbourg and Quebec, she continued to support the St. Pierre and Miquelon, and for certain rights of fishery upon the west coast of Newfoundland. By a liberal expenditure in bounties, and a rigid system of surveillance, she has succeeded in her attempts to monopolize the fisheries of the numbers, something like an ascendancy on what is called "the French shore," while the Banks swarm with her fishing craft whose halibut stretch for many hundreds of miles. By these means France employs every summer 10,000 men on the Banks and shores of Newfoundland; this is the naval reserve which makes her formidable on the sea. Looking to the apparent decline in the number and efficiency of her fleet, she has recently pointed out, she would indeed be formidable had not her navy in the North Atlantic, without doubt, her maritime capabilities that excite "our special wonder," and out of all proportion to any interest, strange to say, which the subject has ever excited in the Maritime Provinces. She has 20,000, or Newfoundland with her 28,000 hardy seamen, would, if furnished with gun-boats, sweep these 10,000 Frenchmen off the coast of England till the war was over. And yet we are asked to break down the institutions which have fostered this naval reserve, and to surrender it with a spirit of indifference to the hands of the Maritime Provinces of Hampshire or of Sussex. Whatever the colonies feel, this is a question of vital Imperial policy; and when Her Majesty's Ministers are asked to transfer the fleet to the hands of these 60,000 men from England to Canada, from the seaboard where it may be regarded as a reserve force, to the open harbours that our frontiers are, and where it is nearly divided and the river region hundreds of miles above tide water, inaccessible by our navy in summer, and in winter sealed by frost, the question should be answered by the Cabinet with a firmness commensurate with its magnitude.

Is there any necessity for a hasty and unwise decision on this subject? In this country it would have settled itself long since. What are the facts? In 1862 a Conference was held at Quebec to discuss various points of international law, and the Maritime Provinces were represented by the Governments of Nova Scotia and New Brunswick being present with the whole Canadian Cabinet, it was decided unanimously, in presence of the great difficulty of the subject, that the Maritime Provinces should have a say in the subject, and that the subject was premature and could be followed by no good result. In 1864 a Conference was held at Charlottetown to consider the subject and much less complicated questions were proposed, and the Maritime Provinces were represented by the Governments of Nova Scotia and New Brunswick being present with the whole Canadian Cabinet, it was decided unanimously, in presence of the great difficulty of the subject, that the Maritime Provinces should have a say in the subject, and that the subject was premature and could be followed by no good result.

It appears that the antagonism of races, of dual loyalties and double majorities, already described, had almost this time produced a deadlock of unexampled tenacity. Dissolutions and reconstructions had been tried, and still the House was nearly divided, and the politicians were at their wits' end. Neither would they yield, or yield anything for the good of the country, but at last they bestowed their votes for the Maritime Provinces, and the subject was decided. When Herod and Pilate concurred there was a sacrifice, and when Mr. Galt and Mr. Brown, after years of personal bitterness and malignant insinuations, no doubt, and naturally mixed by the common necessity of the Lower Province, which had nothing to do with their disputes, were to be sacrificed to illustrate their reconciliation, these were the events which were followed by a distant settlement. It does not seem probable that the Maritime Provinces will be able to do more than to remain as they are, and to be content with the status quo. The Maritime Provinces are now in a position to be content with the status quo, and to be content with the status quo.

These people thought that Confederation meant separation, and were disposed, like Moore's French Captivity, "to pilot us off and then bid us good bye." These certain persons in the Manufacturing towns had been disgusted with the high duties which Canada had imposed on British productions. They were angry, and did not stay to reflect that if Canada were in error, the Maritime Provinces ought to be relieved, not to be punished, but that they had never followed her example. British manufactures and admitted into them all, under light revenue duties. They all have an interest in the Empire, and with foreign countries, far transcending any interest they may have in the consumption of three millions of people in a more insular country, which their reasons cannot approach for nearly half the year. But the English manufacturers did not stay to reflect that by handing over nearly a million of good customers to the Canadians they were doing a palpable injustice to themselves, and to the colonial losses. Up to this hour it is doubtful whether a Canadian can be found who has invested a pound in Nova Scotia, cleared a farm, built a ship, opened a mine, or expended his talents in the defence of the country. The expenses of his early colonisation, and of his protection, have been paid by England; and from this country, and not from Canada, have the Maritime Provinces received their supplies of time to time have stimulated its enterprise, and quickened its industry. Why, then, should Nova Scotia take blankets, broad cloth, crockery, ware, or cutlery from the Maritime Provinces, when she can buy them from Lancashire, Staffordshire, and Yorkshire? and yet this is just what these cunning Canadians are at; and, straight to say, the Free Traders of England, who absorb districts of the Empire, and who have constituted their Empire, to impose them, even for their own advantage, are quietly permitting one British colony to swing four others out of the system and common obligations of the Empire, that they may monopolize their consumption, and discriminate against the manufacturing industry of England and in favor of their own.