

us that prompted her forward in her early operations, we cannot divine any reason why we should fail, for like causes at all times produce like results, *cæteris paribus*.

#### CANALS, RAILROADS.

Having said thus much of the resources of the Province, the Agriculturist, and the Mechanic, may now enquire, "what advantages are we to derive from all these?" We answer there lie dormant the means of extensive wealth;—arouse them; call them into active operation, and the work is done. Another question arises, "how shall this be effected?" Again we reply, open up your Shubenacadie Canal, where upwards of £20,000 of our Provincial funds are sunken to no purpose.—Drive another through from Cumberland to the Bay Verte and so facilitate the communication of places with each other, one of the grand means of a country's prosperity. Establish the *long-proposed-railroad* from Halifax to Windsor and thence through the whole country to the Western shore. Let another connect Halifax with Lower Canada, and the foundation is laid for enterprise and future prosperity. Such a policy as this could not fail to improve the country. It would give employment to its inhabitants and speedily develop its hitherto latent resources to a very great extent. This is the age of improvement;—and it is not improbable that in a short time, not only shall a railroad connect Halifax with the Canadas, and consequently the United States with Nova Scotia, but that it shall wend its way through the Rocky Mountains to the Pacific Ocean, there to meet Steam navigation connecting the New World with China, thence to be continued through Asia and Europe to the Mediterranean, united again with England by Steamers, and by the Cunard line complete the entire circumference of the globe! This would be a *noble enterprise*. It is certainly not beyond the bounds of possibility. The whole route might be passed over in a very few weeks. The vacation of a student would be quite sufficient for the entire journey. Should such an enterprise as this be undertaken, the character of Nova Scotia would at once be redeemed from insignificance, and its resources prove that it is destined to become a flourishing and rich country.

We should not regard public works like these as impracticable: it is a mistake. The term "*CANNOT*," should be laid aside in a country like this. See what others have done in redeeming the trackless forests of America from their native state! With them there is no cannot—not even tarrying in their course. Their motto is "*go-ahead*," and this they fully exemplify in practice. We have all the materials for railroads at our doors; iron and coal in abundance; stone of the best quality for canals; and timber for shipping, and all the purposes of commerce without importing from the Baltic.

To any people awake to their interests a country like this must at once present all that is desirable for the establishment of railroads.

The narrow minded policy of those who fear to invest their capital in the way here proposed, can never improve any country. But we believe that if these subjects were constantly presented in their true light to our countrymen, by those who should study them deeply and methodically, until the darkness of ignorance were dissipated, more capital would be found both at home and abroad ready for investment than would be required.

#### COMMERCE.

HAVING opened our mines and quarries, established our Railroads and Canals; our farmers and mechanics still enquire "*what then?*"—never satisfied till the period of pocketing the pounds, shillings and pence arrives. Here the answer is equally obvious; build ships of your own timber; load them with your own productions, whether animal, vegetable, or mineral, and transport them to foreign markets, where they may be profitably exchanged for the aforesaid pounds, shillings, and pence, or for such productions as our own country may not yield, affording a handsome profit on the homeward voyage. The position of this country is peculiarly favorable to commercial operations, situated as it is between the Old and New Worlds. Its forests are capable of supplying timber for ship-building to any extent we may require. Its agricultural productions by industry might very far exceed their present amount, so as to supply its inhabitants, and leave a surplus for exportation.—Its fishery trade, as we have already said, might be very much improved. Its mineral treasures, if properly attended to might employ thousands of our population in exporting them to all parts of the Globe, wherever a market might be had. Time, that great chronicler of events will no doubt present facts on this head to after generations, which at the present day would be regarded as altogether improbable, if not impossible. *We have the germ of national prosperity*; but whether it is to be developed in our genial soil, and like the acorn become enlarged until its roots shall take deep hold therein and its green foliage spread over the face of the country, affording a healthful shade, or not, is for us now to determine. Here is a wide field for the enterprising youth of our land, where they may put forth their exertions with a prospect of certain success. Such a policy as we have proposed would draw men of capital and influence to the country and afford both labor and wages to an immense population. As matters are at present no man of talent and capital would think of establishing himself in Nova Scotia. There are no public works, nothing to engage the attention of the enterprising. But the work once begun, and set in full operation, manufactures would be established, arts advanced, and all that can make a free and prosperous people happy, enjoyed. These are not the wild speculators of a feverish mind but careful deductions drawn from matters of fact. What was the Island of Great Britain when Julius Cæsar landed on its shores, and what its resources? Yet that sea-girt Isle with perhaps