

almost proverbial in North America. 29,000,000, of acres of these provinces are forest lands, and, making allowance for the large proportion of these which are of no value, there still remain enormous quantities of lumber of the best quality. The value of the total exports of lumber from Nova Scotia and New Brunswick in the fiscal year ending June, 1873, was \$5,328,954. From St. John, N.B., alone, 347,181 tons of shipping were engaged in carrying its export of wood. If we turn to the register of shipping we shall find some astonishing items. Nova Scotia owns 430,000 tons, New Brunswick 300,000 tons, Prince Edward Island 40,000 tons, total 770,000 tons, or about a ton of shipping to each head of the population. The St. John *Daily Telegraph* challenges with just pride any one to find a country, province, state, or community in the whole world, equal in population, and of whom not more than 100,000 live in the cities or large towns, whose people own as much shipping as the maritime provinces. "If," says the *Telegraph*, "all Canada owned shipping in the same proportion, we should have as large a mercantile marine as the United States. As it is even now we are not so far behind them in sea-going vessels, and we can point with pride to the fact that St. John, with its 250,000 tons of shipping, is the fourth town as regards shipping in the British Empire—only being surpassed by Liverpool, London, and Glasgow—and owns more sea-going vessels than either New York or Philadelphia, a pretty good exhibit for 50,000 people." Or, take again the fisheries; for the calendar year 1873 the fish product of the three maritime provinces reaches a total of \$9,060,000. This product is nearly doubled by the United States fishing in English waters. In minerals the provinces of Nova Scotia and New Brunswick are peculiarly rich, with the great advantage of proximity to the world's commerce. Coal, iron, gold, and stone already yield considerable returns. There is no doubt that both have iron of the very best quality in as favourable proximity to vast coal measures as it is in Great Britain. Nearly 1,000 miles of railway are already in operation, and 545 more are in course of construction.