

NOVA SCOTIA, the south. New Brunswick had three sides of her parallelogram washed by the tide. Maine had three rivers running inland. New Brunswick is cut up by rivers and lakes; and it is said, there is not a point distant more than eight miles from navigable water. There is no comparison between the two as regards the extent and value of their forests or the fertility of their soils. New Brunswick has minerals, coals, iron, and fisheries; Maine has neither: and yet with all this admitted inferiority, mark the contrast! Maine has now a population of 700,000 souls; New Brunswick has not yet 300,000.

Maine.			New Brunswick.		
1830	..	298,325	1834	..	74,116
1830	..	399,955	1834	..	119,457
1840	..	501,793	1840	..	158,162
1848	..	700,000	1848	..	208,000

It is not requisite to pursue the contrast further in relation to the comparative extent of their foreign trade, amount of shipping, revenue, manufactures, steam-boats, railroads, cities; the one is all activity, life, wealth, progress; in the other, there are depression, languor, and fearful bodings for the future.

One of the prominent retarding causes is that much of the wealth and capital created in the colonies has been withdrawn from them and invested in foreign securities. We have not the advantage of that accumulated wealth which our own resources have actually created. Nothing can be more destructive to the growth of a new country. Neither have we the power of attracting it from abroad.

In Mr. Godfrey's celebrated letter to Lord John Russell, dated 31st March, 1847, detailing "a Plan for the Colonization of Ireland," this subject is referred to. After inquiring what it is that prevents Canada from obtaining "a supply of capital equal to the opportunities of profitable investment which Canada presents," and referring to the causes in detail, the letter proceeds:

"But there is another circumstance relating to colonies in general, which operates with still more effect. It is the discredit which at present attaches in public opinion to everything relating to colonies and colonization. In the City of London, the great money mart of the world, the disposition to engage in colonial enterprise is extinct, and its extinction is there attributed to causes utterly beyond the control of those who have lost their money by engaging in colonial enterprise. It is idle to reason with this sentiment; it is a prolonged panic which cannot cease till its causes shall be forgotten, or till a better system in the administration of colonial affairs shall have had time to create new impressions."

Not so in the United States; the Old are ready to assist the New. Look at the large investments recently made in the coal-fields of the Ohio, in the copper mines of Lake Superior, in the railroads of the south and west. In 1847, the State of Michigan began the line of railroad from Detroit to Michigan city; it was finished to St. Joseph's, about half way across the peninsula; the State became embarrassed; a body of capitalists in Boston stepped forward, bought the enterprise from the State, and completed it with their own funds.

The colonies have no such aids to rely upon; and hence, in this project, as Canada in the sums borrowed to complete her canals, they would, even when united, be powerless, unless the Imperial Government offered their guarantee.

The statesmen of Great Britain have to decide whether they will open up a great highway to this boundless and promising home for her surplus population, which, while removing the victims of starvation, and lessening the burthen of the poor-rates, will convert a nation of paupers into consumers, and give a new spring to our prosperity; whether they will effectually aid these colonies in their season of distress; whether they will adopt this certain mode of restoring hope to the public mind, and binding two millions of loyal subjects by stronger ties to the Throne.

This question has been reasoned out as one mainly of calculation, of comparative outlay and return; assuming that the halcyon days of peace were never again to be disturbed. Suppose, however, they are! Suppose Great Britain and the United States to separate upon some question of international policy, and to man their rival fleets, and to marshal their armies, for hostile conflict. What will be the effect of such a crisis upon that vast and growing empire which lies to the north of St. Lawrence and her magnificent lakes? Canada West, accustomed, by the facilities of canals and railroads and the late commercial polity which Congress has wisely adopted, to rapid intercourse, or rather to daily transit to and from the sea, is at once deprived of these enjoyments: her trade interrupted, her progress stunted, her prosperity clouded; for six months of the year, her outlet by the St. Lawrence inaccessible, and bound in icy fetters. Canada, in fact, unless she have a highway over British ground, becomes hermetically sealed. The effect of this upon her material interests are too obvious to require illustration; and hence it is, that, to those who look around and peer into the future, it appears to be an imperative duty that this railway ought to be laid in peace, to preserve and stimulate these colonies in time of war.

The state of feeling and the actual condition of these colonies have been thus prominently and freely sketched. Discontent has been alluded to: let the term not be misunderstood. It is not discontent on the part of the people with their institutions; no feeling adverse to the Crown or British usages and allegiance. Their pride, their hope, their feeling of security in these, are still the same. The loyalty of the people is as intense

