

would soon become abundant, and the demand is constantly increasing. The impetus given to the flax and linen trades by the high price of cotton has been relatively greater than that given to wool. While the increase at home in the imports of wool in 1862, as compared with the increase of 1861, amounted to 14 per cent., the arrivals of flax have risen to 35 per cent. So also with exports of linen, which have amounted to 2½ per cent. increase during the same period. We imported \$332,433 worth in 1861. Some attention has recently been devoted to the cultivation of flax, and the introduction of machines for rendering the raw product marketable has been attended with promising results. In 1851, Upper Canada raised 59,680 lbs. of flax and hemp; in 1861, 1,225,934 lbs. The quantity of linen manufactured in 1851 was only 14,711 yards, in 1861 it rose to 37,055 yards, an increase still quite out of proportion to the amount of raw material brought into the market, although it is impossible to state the difference, as the census returns do not distinguish between flax and hemp. The increase in the amount of the wool crop during the same period was about 1,000,000 lbs. The quantity of flannel manufactured in 1851, was 1,157,221 yards, against 1,595,514 yards in 1861; and, strange to say, the number of yards of fulled cloth manufactured in 1851, was greater than in 1861. The great fact, however, is patent to all, that if we import woollen, linen and cotton fabrics to the amount of nearly ten millions of dollars per annum, and export a quarter of a million dollars' worth of wool, and possess the capability of greatly increasing the yearly amount of the raw product raised, that a wide field is now open for competitive industry in the Province, if capital and skilled labour were to be abundant in our midst. In former numbers of this journal we have spoken of the vast field which is open for the manufacture of salt in the Gulf the St. Lawrence. The absence of coal renders the immense quantity of iron ore of first quality as yet unavailable; but there is an enormous distribution of coal in the Eastern Provinces, in Nova Scotia, New Brunswick and Newfoundland. The aggregate area of Cape Breton, New Brunswick, Nova Scotia and Newfoundland, is 81,113 square miles; and of this extent, not less than 15,000 to 18,000 square miles are true coal lands, belonging to the carboniferous series. When we compare this area with that of the English coal fields, their importance becomes apparent. Great Britain, with an area of 120,290 square miles, has only about 12,000 square miles of coal lands, or one-tenth of the whole island. The Eastern Provinces have one-sixth of their area coal land. At Pictou, Nova Scotia, one of the coal beds has the

extraordinary thickness of 37½ feet, and a second 27½ feet, while the "Mammoth vein" in Pennsylvania is 29½ feet thick. On the island of Newfoundland, usually but erroneously considered so destitute of mineral and other resources, bituminous coal is found only seven miles from the coast, on the Great Codroy River, near Cape Ray; so also on the north-east of Grand Pond, there is bituminous and cannel coal. At St. George's Bay the bituminous coal crops out in a layer three feet in thickness. From Pictou, on the Gulf, coal might be obtained in any quantity, if any unforeseen events should limit the supply at present derived from the United States; and on an emergency, if the Intercolonial Railway were constructed, there can be little doubt that the coal of New Brunswick or Nova Scotia would not only find a market in Canada, but greatly assist in developing our mineral wealth, and lead to home manufactures in iron and copper. It is satisfactory to note, that so great has been the improvement which has taken place in agricultural implements and machinery, that we are now to a great extent independent of the United States, and no doubt that very soon the demand will be altogether supplied by home-manufactured articles. A population now numbering not far from three millions, rapidly increasing, out of the civil war in the States from a large import trade, and possessing abundance of water power, raw material and growing home markets, cannot fail to furnish a splendid field for manufacturing enterprise. At no period of our history have the conditions been so favourable for the introduction of that capital which is so lavishly bestowed upon the foreigner, and the skilled labour which is pining in almost hopeless poverty at home.

#### CANADIAN INLAND NAVIGATION.

The General Report of the Commissioner of Public Works, for 1862, contains some excellent observations on the extent and importance of our Inland Navigation. Few people have any true conception of the magnitude of the river St. Lawrence, and the great lakes of which it is the outlet. The waters of this river drain an extent of country larger than France. The great inland lakes alone exceed in extent the area of Great Britain, and comprehend more than half the fresh water on the surface of the globe. The coast-line of the river St. Lawrence and the great lakes measures 5,600 miles, one half of which is American, the other half Canadian. The cost to Canada of making this vast extent of coast accessible to vessels of 400 tons burden, has been \$14,000,000.

In the early settlement of the Province, and, indeed, until the opening of the Erie Canal, in