

of blood and treasure, may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population. They are the rightful patrimony of the English people, the ample appanage which God and Nature have set aside in the New World for those whose lot has assigned them but insufficient portions in the old."

Colonel Robinson, R.E., in his report (to the British Government) on the Survey of the Intercolonial Railway (now under construction on Imperial guarantee) said—

"It will open up for settlement 11,000,000 acres of land which are still public property and heretofore practically inaccessible, and which for any great plan of emigration or colonisation from the mother country is unequalled. The construction of the railway and the wide field opened up for agriculture can absorb an addition to the population of 400,000; for about the same expense five emigrants would be landed in New Brunswick for one at the antipodes."

Lord Elgin, in a despatch on a kindred subject, said—

"The completion of the Halifax and Quebec (Intercolonial Railway) will bring railway communication in North America two days nearer to Europe."

Lord Grey said—

"I hope to see this work, destined, as I believe, to effect a change in the civilised world, accomplished."

The first great seaport on the continent of North America is Halifax, in Nova Scotia, the Atlantic terminus of this Intercolonial Railway. Halifax is 547 miles nearer to Europe than New York, and 370 miles nearer to Europe than any other open American port; it is distant from London about 2,650 miles. The whole sea-coast of Nova Scotia is studded with magnificent harbours, and surrounded by the richest fisheries in the world. Two-thirds of the interior of the country is rocky and sterile, but it abounds in the richest minerals, including gold, iron, lead, and coal. The gold mines produce annually about £120,000, or equal to a net return of 10s. per day per man employed. The coal deposits are exceed-